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THE AMERICAN

ELEVATOR AND

GRAIN TRADE



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U. S. Department of Agriculture

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PUBLISHED BY
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum
SINGLE COPIES, 15 CENTS

VOL. XLVI

431 South Dearborn Street, Chicago, Ill., April 15, 1928

NO. 10

Of Course

We want your business but we want it on a basis that will pay you as well as ourselves. We want it because we have proper facilities for handling it.

Don't be satisfied with slow returns or poor service; send your shipments to

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GRAIN DRIERS
FEED MIXERS
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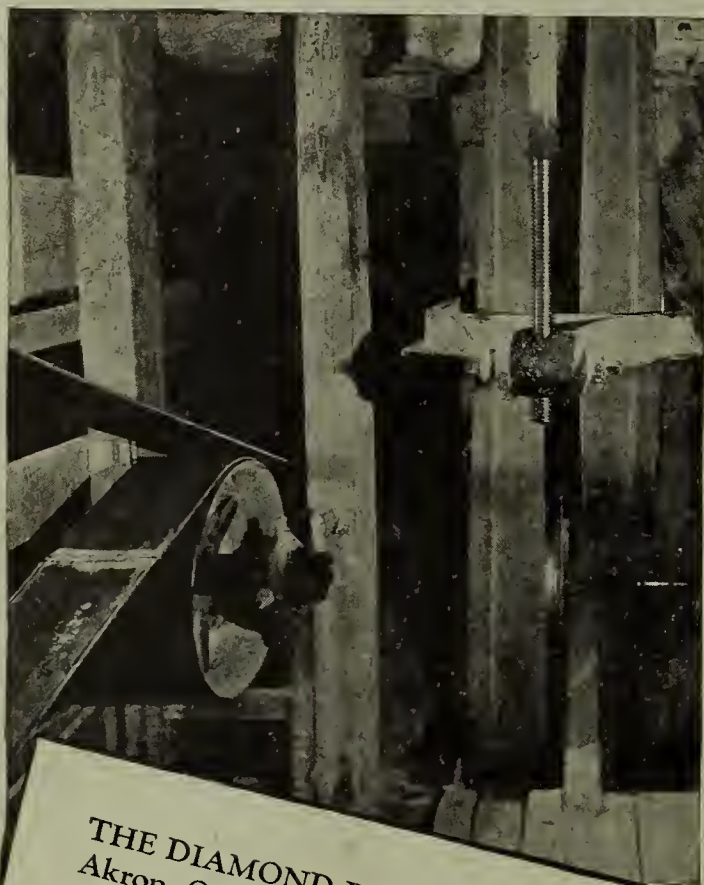
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for Feed Mills, Corn Cutters, Wheat Washers,
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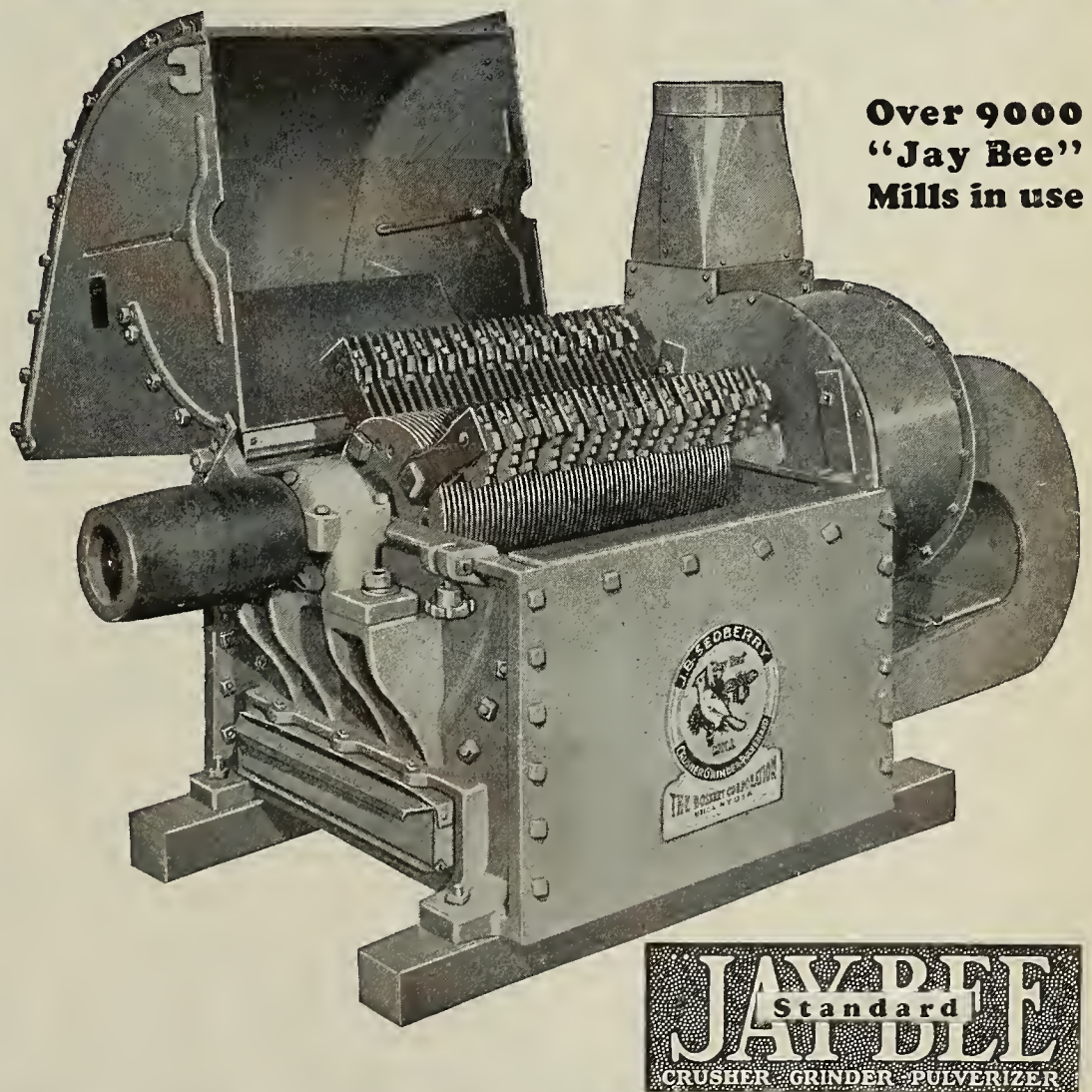
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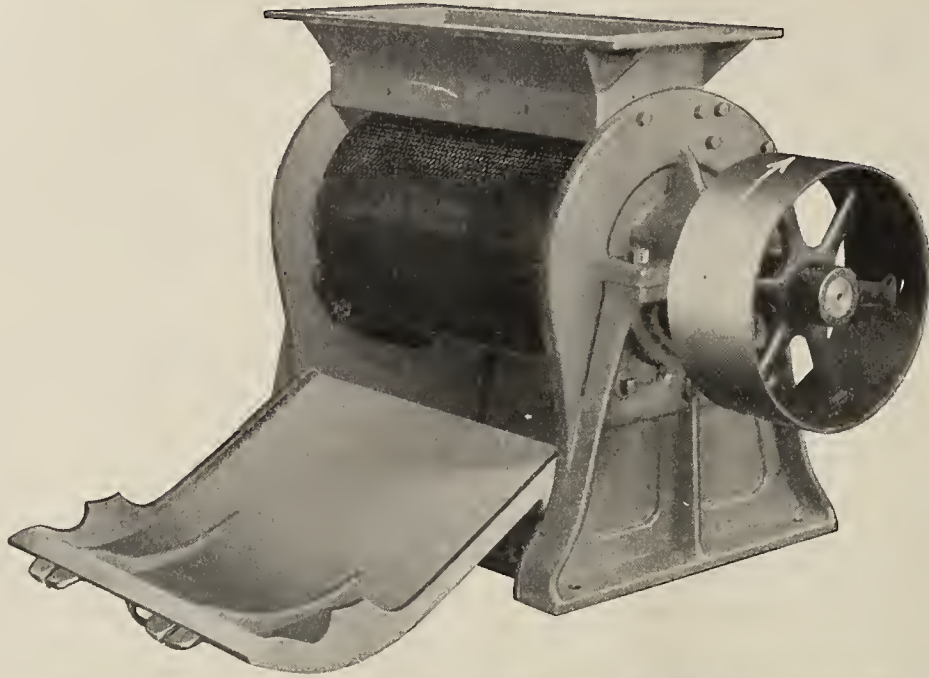
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"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London E. C. 3, England

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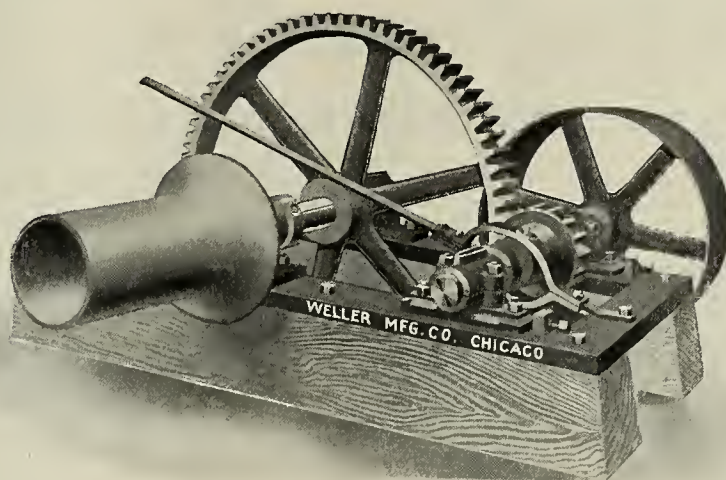
The Better Kind of Grain Handling Machinery
FOR THE LARGE OR SMALL ELEVATOR



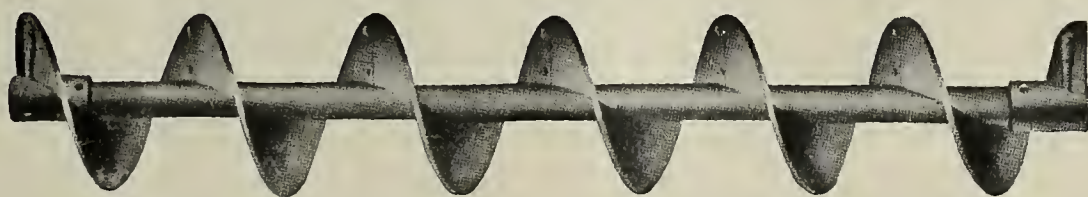
90-Car Grain Storage Plant of Pratt Food Company, Hammond, Ind.
Weller Manufacturing Company units included in its equipment.

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Capacities 2 to 18 Cars. For
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Cold Rolled Steel Sectional Flights. Wear Long. Evenly Balanced. Run True.
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help you to operate at full
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upkeep. Frequent shutdowns
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Your Inquiries and Orders will be Appreciated

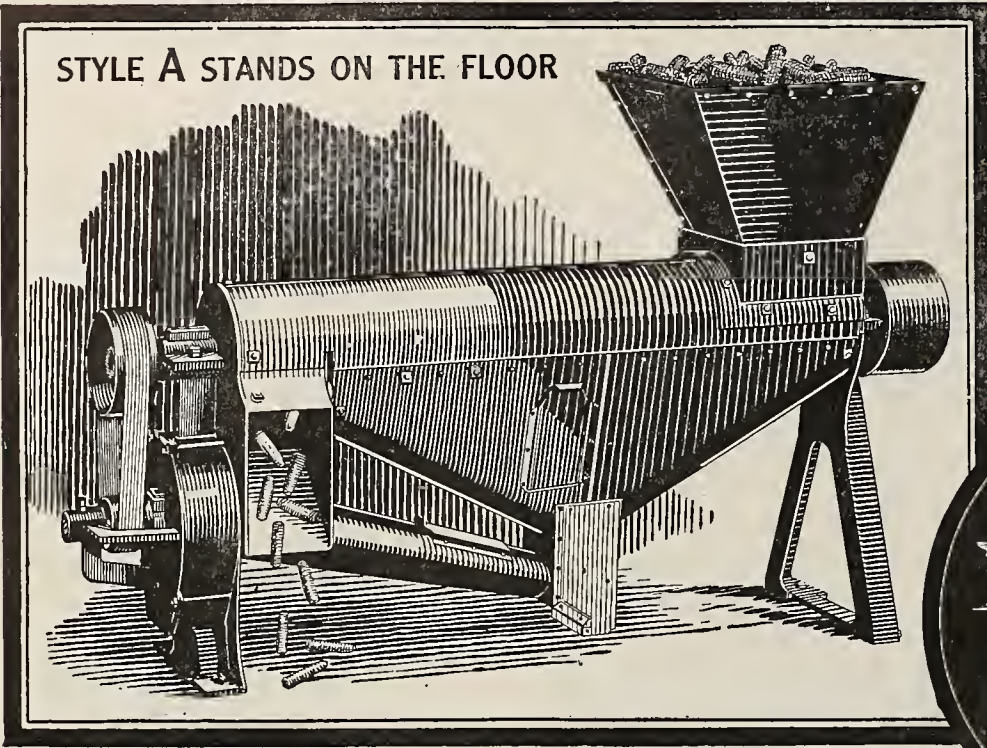
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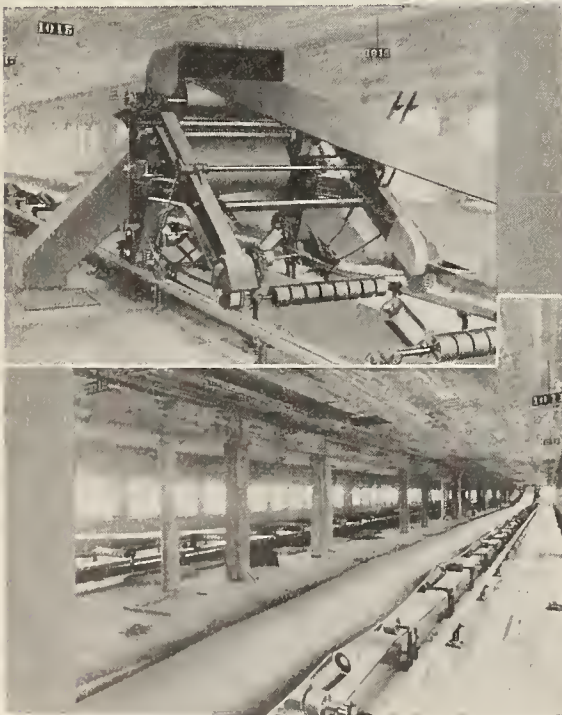
Its capacity is 75 to 100 bushels of shelled corn per hour—as much as one man can shovel. Five or six horsepower is all the power it requires.

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mailed without
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Two styles fill all needs • • **Bartlett - Snow**



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and
**HEAVY-DUTY
SELF-PROPELLING
TRIPPERS**

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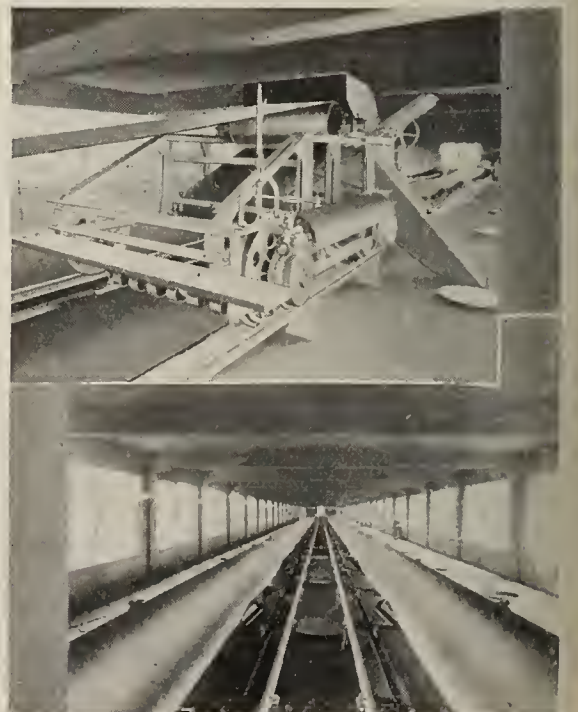
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Direct reference as to the superiority of "Ehrsam" Timken bearing equipped conveying equipment and the "Ehrsam" Heavy-duty self-propelling Tripper, will be given to anyone upon request.

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Manufacturers of machinery for grain elevators, flour mills, cement plaster mills, salt plants, coal handling and rock crushing systems, fertilizer factories, power transmission, elevating and conveying equipment.



MODERNIZE WITH WEBSTER EQUIPMENT

TRANSFER GRAIN ELEVATOR GREENVILLE, NEW JERSEY

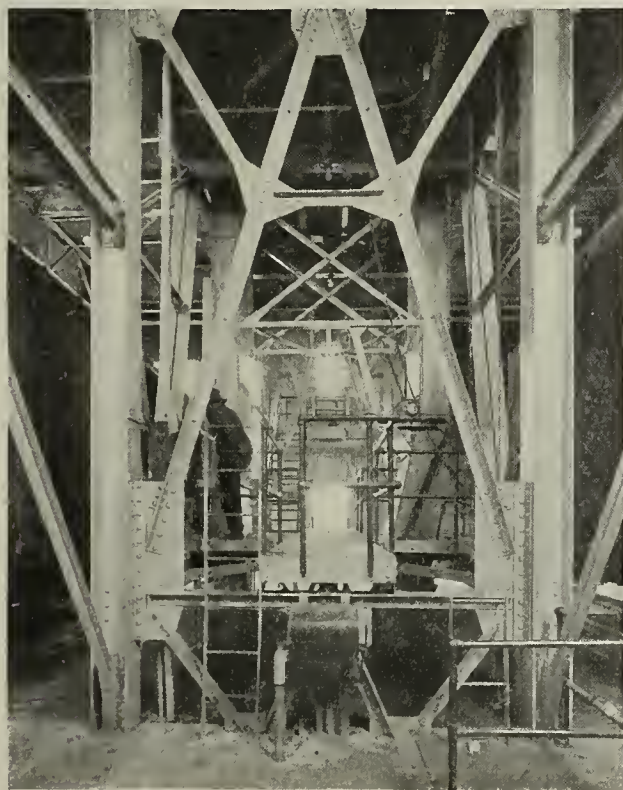
Built for
THE NORTHERN CONTRACTING CO.
Operated by
WESTERN STEVEDORING COMPANY

Designed to transfer grain received in carload shipments over the Pennsylvania Railroad to barges for subsequent shipment into ocean going vessels.

Grain is received in cars on two parallel tracks running through the house and unloaded with two pairs of Clark-Beatty Power Shovels into track hoppers which discharge into elevator boot.

The track hoppers each have a capacity of one carload. Capacity of elevator is 15,000 bushels of grain per hour.

A Webster double drum car puller is located in the basement and is used to pull loaded cars into the elevators. The entire plant was designed and engineered by The Webster Mfg. Company.



Installations like this are an indication of our ability to meet modern requirements in design, manufacture and operation.

Webster designs and builds all types of grain handling machinery including belt conveyors, trippers, elevators, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, etc.

This organization—with over fifty years of experience in designing and building suitable grain handling and market engineering skill and resourcefulness—is at your service.

We Make

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For Prices on

GRAIN HANDLING EQUIPMENT



Manchester Ship Canal Elevator
Manchester, England
Capacity 1,500,000 Bushels
Completed 1914



Buenos Aires Elevator Co.
Buenos Aires, Argentina
Capacity 750,000 Bushels
Completed 1920



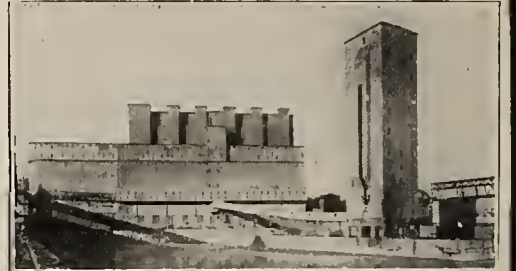
John S. Metcalf Co. Grain Elevator Engineers



Chicago & North Western Railway Elevator
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Capacity 10,000,000 Bushels
Completed 1920

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Capacity 2,600,000 Bushels
Completed 1912



Sydney Terminal Elevator
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Built Elevators
Assure You
Economical Design
First Class Work
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Satisfaction
Let Us Submit
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One of the Modern Houses Which Has Made a Record
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CONCRETE CENTRAL, BUFFALO, 4,500,000 Bu.



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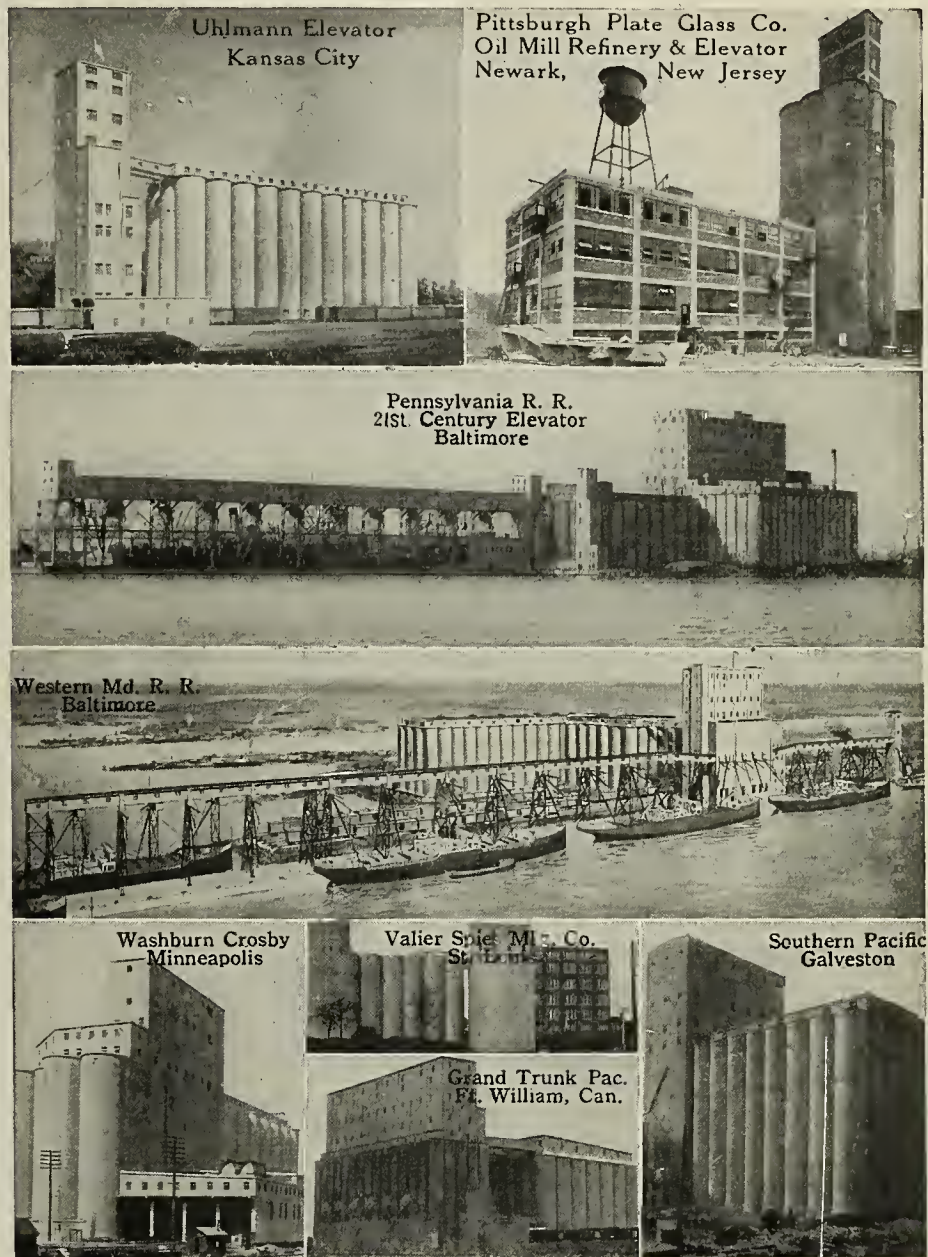
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"Isn't It a Grand and Glorious Feeling"

—to know the temperature of your grain? What kind of a feeling is it when you find hot grain that you thought was absolutely all right? (Don't send your answers on postal cards) but why have the same worry year after year, especially at this time—Spring. Why not make an appropriation to cover the installation of the ZELNY THERMOMETER SYSTEM. Ask us what it will cost so that the appropriation will be accurate and adequate to cover your requirements.

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N. M. PATERSON CO.

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DESIGNED for the years
ahead—an advance we
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Mutual Fire Prevention Bureau

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Philadelphia Grain Elevator Co's. Port Richmond Export Grain Elevator Philadelphia, Pa.

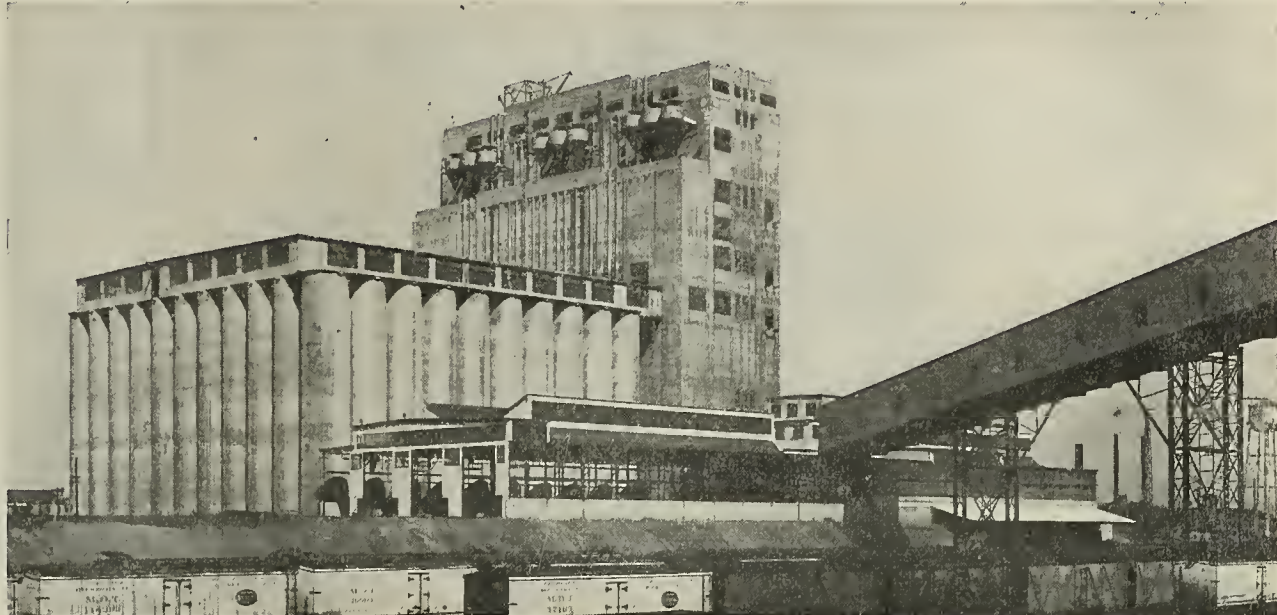
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Grain Elevator Department

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The Showplace of the Eastern Seaboard

Capacity 2,500,000 Bushels

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Reliance Construction Company

Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS

Our long experience as a builder of elevators insures you an up-to-date house. Write today.

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"THE CLIMAX"
SCOOP TRUCK

CAPACITY { 200 Lbs. Coal
2 1/2 Bushels Grain

Can easily add Twenty-Five cents an Hour to the value of a man's time who uses it in unloading Coal or Grain from box cars.

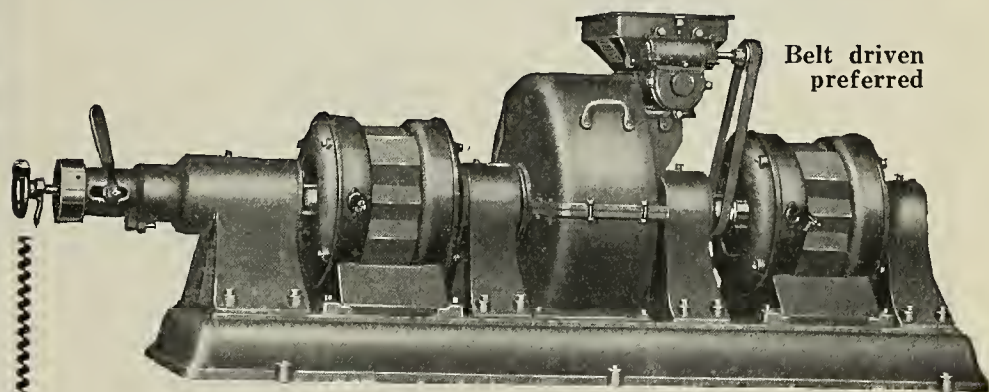
Hence, in two weeks' use the Scoop-Truck will pay for itself and cost you nothing for its use thereafter. It will last for years and save the wearing out of a dozen common scoops in doing a like amount of work.

Hundreds have tried it and will certify to the truth of these statements. Why not order now, and let the Scoop-Truck be giving itself to you?

Patented July 30, 1907

PRICE: \$15.00 F. O. B. cars at factory

Detroit Scoop Truck Co., 993 Osborne Place, Detroit, Mich.



Belt driven preferred

Does What Feed Grinder Ought to Do

Grinds feed that pleases the trade and at a speed that enables you to give quick service.

The Monarch Ball Bearing Attrition Mill

because of its unusual durability, its low power consumption and upkeep expense, its dependability for continuous and long service is, and has been for more than 17 years the outstanding feed grinder.

Write for Catalog B-10 and learn what it is doing for other elevators.

Sprout, Waldron & Co.

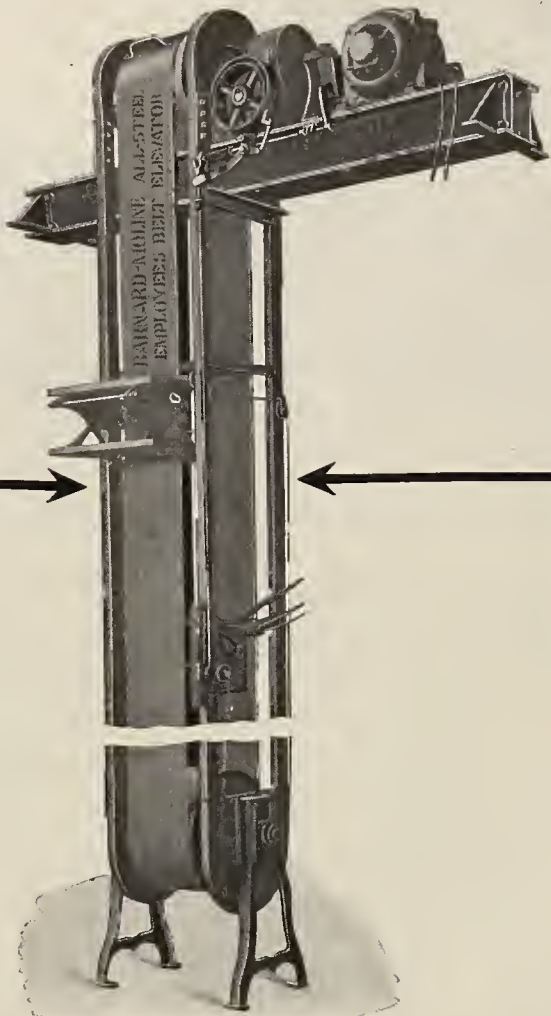
1202 Sherman St., Muncy, Pa.

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SAVING
or
CONSERVING

TIME
ENERGY = PROFITS
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SALIENT FEATURES

All Iron and Steel Construction—Long life—Minimum upkeep.
Machine Cut Phosphor Bronze Gear and Steel Worm, enclosed in oil tight housing—Adds to life—Prevents oil leakage.
Thrust Ball Bearings on Worm Shaft—Increases efficiency—Reduces upkeep.
Patented Non-reversing Double-tread Steps of New Style Tie-plate Construction—Eliminates belt sway—Decreases friction—Increases strength and rigidity.
Patented Automatic Safety Stop Device—Passengers cannot be carried over top.
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Double Boxed Beam Construction for mounting Head Mechanism with Heavy Cast Iron Brackets at ends on each side—Insures rigidity.
Safety Belt Handles, reverse types for up and down travel—Passenger can only grasp proper Handle.
Belt Driven Type—For belt connection to old line shaft or motor.
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Bulletin and quotation furnished cheerfully upon request

Barnard & Leas Mfg. Co., Moline, Illinois, U. S. A.

Established 1860

Southwestern Representative

S. H. Stoltzfus, 2021-2023 Pennsylvania Ave., Kansas City, Mo.

Randolph Grain Driers

—Made in all sized Capacity from 60 to 1000 Bushel per hour.

—Operated by the Randolph Direct Heat System or High or Low Pressure Steam, using Brass Fin Coils.

—Drier and Cooler equipped with Randolph Hydro Air Dust Collecting System.

—Automatic Temperature Control with or without Recording Thermometer to Record temperature of Grain and Air.



Washburn-Crosby Co.'s Mills, Buffalo, N. Y.
20,000 Bbl.—4,750,000 Bushels.

This plant is equipped with Randolph Driers operated on low pressure Steam, with Randolph Aero-fin Coils.

—Both Drier and Cooler are operated with individual fans, always using fresh air from the outside of building. (No recirculation of air from Cooler to Drier to cause collections of dust and spontaneous combustion.)

Report on Grain Drying by the National Research Council of Canada

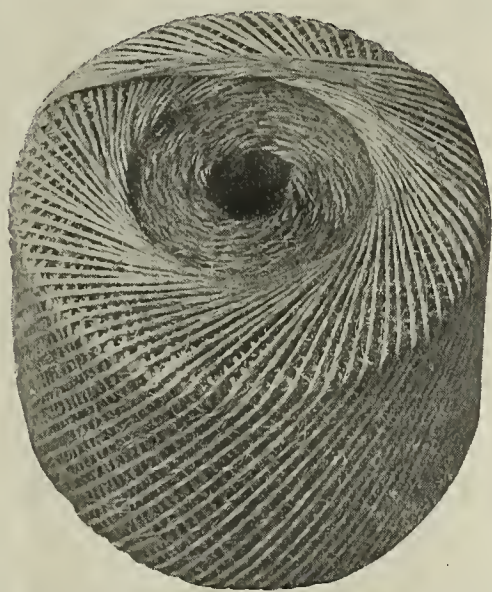
“(4) Batch drying, or drying where the Grain is not mixed by frequent movement, has been observed to cause marked local overheating of the grain, thus leading to proportionately greater injury.

“(5) Injury took place where the practice of circulation of air from the cooler to the drier was followed.”

—These conditions do not exist in any Randolph Driers.

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O. W. RANDOLPH CO.
TOLEDO, OHIO, U. S. A.



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1. The ORIGINAL "BIG BALL" TWINE with the PATENTED COVER.
2. Guaranteed for Length, Strength, and Weight.
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7. The Twine that is MADE BY the BUILDERS OF INTERNATIONAL HARVESTER BINDERS
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9. The International Harvester Name and Reputation Stands Behind Every Ball of International Twine.

Lose No Time—Inquire Now!

If you have not made arrangements to provide your customers with International Twine, talk with the traveler who visits your community regularly and see if it is not possible for you to sell this profit line of twine for the coming harvest. The International Twine contract offers you a splendid opportunity to make new friends, new customers, and new profits through the sale of a well-known, well-liked, high-grade harvest-time necessity. Complete information will be sent upon request. Address us as follows:

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92 Company-owned Branches in the United States

International "BIG BALL" TWINE

Guaranteed for Length, Strength, and Weight.
Treated Against Destruction by Insects.



A prospect wrote to a user —and Here's what the user said



Here is part of a letter
written by a manufacturer of
dairy, stock and poultry
feeds:

"Our No. 4 Wolf Rotary Cutter and Grader is entirely satisfactory to us. It makes a very uniform product and requires little power.

"The capacity of the machine varies with the amount of moisture in the corn, the more moisture there is in it the less the capacity, but on all grades of corn that we have cut the capacity has been very satisfactory.

"Before installing the Wolf Rotary Cutter and Grader we tried another make and discarded it because of its small capacity, not near up to what the manufacturer claimed for it, and because of the trouble in keeping the knives sharpened and in proper alignment. The Wolf machine as now made is very simple to take care of and has a very good capacity.

"We formerly used a roller mill for cutting corn, but a roller mill will not handle corn containing over 18% moisture satisfactorily and when cutting dry corn it will not make as uniform a product as will the Wolf Rotary Cutter and Grader, and besides it was necessary to run the corn over a scalper after cutting it with the roller mill while the Wolf machine delivers the finished product in one operation and with less power than it required to run a roller mill and scalper."

If you are interested in saving power, in saving time, and in uniformity of your cut corn, we will gladly send you a fac-simile of the complete letter from which the foregoing quotations were taken.

The Wolf Rotary Cutter, Cleaner, and Grader lives up to the claims made for it. In addition, it is the only cutter whose knife edges, after sharpening, *never need adjustment!*

THE WOLF COMPANY

68 Commerce St., Chambersburg, Pa.

THE WOLF COMPANY

68 Commerce Street, Chambersburg, Pa.

Yes, I would like to know more about a Cutter, Cleaner and Grader whose knife edges, after sharpening, *never need adjustment.* Please send me a copy of the letter written to a prospect by a user.

Name
Address
City..... State.....

FOR SALE

Second-Hand Grain Elevator Equipment

Boilers—

Two (2) 300 H. P. Edgemoor Water Tube Boilers, built in 1899. In good order except tubes.

Steam Pipe—

About 300 ft. of 10-inch Wrought Iron Pipe, Extra Heavy, Sleeve Joints, Two Copper Expansion Bends, in good order.

One (1) 10-inch Cochrane Steam Separator, in good order.

Steam Engines—

Two (2) 20" x 30" Buckeye Engines, center cranks, two fly wheels on each. Strongly built and in good order.

One (1) 12" x 15" Skinner Engine, old type, in good order.

One (1) 14" x 18" Buckeye Slide Valve Engine.

Clutches—

Twelve (12) 36" Steel Plate Clutches, Webster Mfg. Co., in good order.

Fans—

Six (6) 60" Fans, 4 Blades, 19½" wide, with bearings. In good order.

Scales—

Twelve (12) Reading Hopper Scales, 80,000 lbs. capacity.

Twenty-four (24) Keystone Hopper Scales, 45,000 lbs. capacity.

Shafting, Pulleys, Etc.—

About 500 ft. Shafting, varying from 3½" to 6½" diameter, with couplings and bearings in good order. Mostly Wrought Iron.

Eighteen (18) Pulleys 20" Face, 72" dia., 4½" Bore.

Twelve (12) Pulleys 20" Face, 60" dia., 4½" Bore.

Four (4) 1½" Rope Sheave Pulleys, 10 grooves, 84" dia., 4½" Bore.

Six (6) 1" Rope Sheave Pulleys, 10 grooves, 72" dia., 4½" Bore.

Six (6) 1" Rope Sheave Pulleys, 10 grooves, 84" dia., 4½" Bore.

The above are elevator leg head pulleys and drives with bearings and shafts in good order.

Elevator & Conveyor Belts—

Nineteen (19) Elevator Leg Belts, 8 ply, Rubber, 20" wide, 315' long, with 18" buckets attached.

Five (5) Elevator Leg Belts, 8 ply, Canvas, 20" wide, 315' long, with 18" buckets attached. Practically new.

Eight (8) Conveyor Belts, Double Leather, 20" wide, 51' 6" long.

Three (3) Conveyor Belts, 8 ply, Rubber, 20" wide, 51' 6" long.

One (1) Conveyor Belt, 8 ply Canvas, 20" wide, 51' 6" long.

Philadelphia Grain Elevator Co.

F. JASPERSEN, Manager

Port Richmond, Philadelphia, Pa.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere.

NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

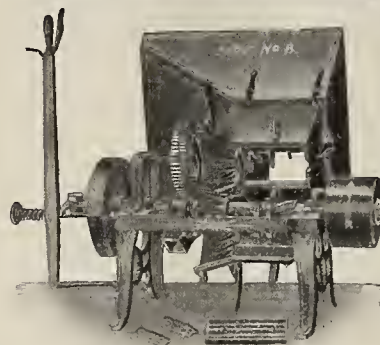
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Cone-shape Burrs, Large Hoppers, Rugged Construction and Ability to Mix Grains at Same Time They are Being Ground are Special Features. 12 sizes, 2 to 35 H.P. Sold with or without elevators.

Mill can be opened like this in less than three minutes by withdrawing four pins.

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THE N. P. BOWSHER CO., South Bend, Ind.

SEE THAT YOUR CONTRACT CALLS FOR

THE CUTLER MEAL DRYER



SOLD BY ALL
MILL
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Not An
Experiment

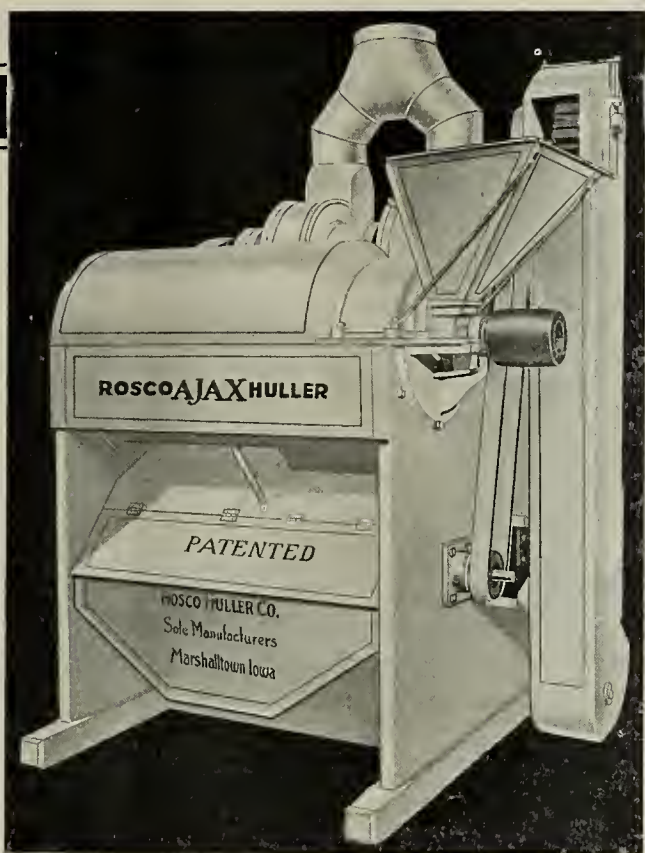
All Metal Steam Dryer

IN SUCCESSFUL USE 40 YEARS DRYING

CORN MEAL, HOMINY, BREWERS' GRITS AND MEAL, AND ALL CEREAL PRODUCTS. ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC. Automatic in operation, requiring no attention

THE CUTLER CO., North Wilbraham, Mass.

CATALOG ON REQUEST



ROSCO AJAX OAT HULLER

Additional Profits from Oat Groats

The value of oat groats in chicken and hog feed has long been recognized, but few elevators were equipped to produce groats economically. The Rosco-Ajax Oat Huller is a small, compact, highly efficient huller which requires but little floor space and will produce 1,300 to 1,500 pounds of groats per hour on ordinary uncleaned and ungraded farm run oats. The Rosco-Ajax is a centrifugal huller and employs no blades, burrs, or gears. It hulls, cleans and separates in one operation. A machine which opens up a profitable field. Big money in custom hulling. Write for complete information and samples.

A complete unit for high grade work.
Yields 61% to 70% on uncleaned, ungraded farm run oats.
Requires only $7\frac{1}{2}$ H. P. motor.
No shakers, screens, sieves.
No blades, burrs, or gears to wear out.
Weight 1350 pounds. Requires floor space 6 ft. square.

Rosco Huller Company
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Weevil Killer! TETRAFUME

[REGISTERED]

ALSO KILLS RATS AND MICE

WILL NOT BURN—WILL NOT EXPLODE. Approved by Fire Insurance Companies. Harmless—Stainless—Leaves No Odor.

The Grain and Feed Trade have learned to use Tetra-fume. Save Dockage for Live Weevil, and Loss in Stored Grain and Feed Stuffs.

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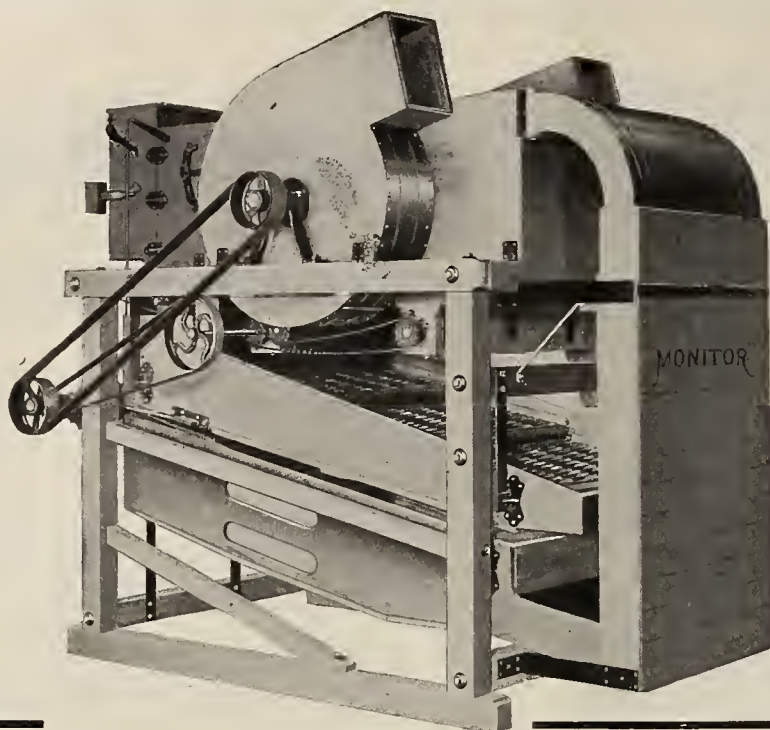
Elevator Machinery and Supplies Flour and Feed Mill Machinery

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Economy in Cleaning Assortments of Grain

No doubt, you have more than one kind of grain to clean thru your house. Probably Corn, Oats, Wheat and perhaps still others.

What do you need to clean the grain as it comes, with the least possible expense both as to investment and operation?

A MONITOR Combined Corn and Small Grain Cleaner, as shown above, is the answer in hundreds of plants. Always set and ready for any grain. You clean the corn (right from the sheller if you choose) over the upper shoe and the small grains over the lower. Screens always in position—a simple turn of a switch on the machine does the trick.

And when built with our everlasting steel frame—the latest idea in construction and a winner—you have a machine good for the life of your business. Steel frames are optional but by all means, specify them. Rigidly holds all working parts in their exact position.

HUNTLEY MFG. CO.

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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



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Established in 1882.

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CHICAGO, ILLINOIS, APRIL 15, 1928

NO. 10

Canadian Terminal House Has Unique Facilities

A Larger Proportion of Small Storage Bins and Greater Provisions for Re-Cleaning Grain with Minimum Elevation Are Distinguishing Features of New Terminal Elevator of United Grain Growers, Ltd., at Port Arthur, Ont.

NEARLY 22 years ago, in September, 1906, a farmers' business venture was launched in western Canada. With its little office, its slender resources and its doubtful prospects in an almost unknown field, it seemed an insignificant concern, and its beginning attracted hardly any notice. Ten years ago, the amalgamation of this and another farmers' company established a farmers' business institution of considerable size. And now after slightly more than two decades' growth, United Grain Growers, Ltd., has reached a noteworthy position as one of the important business organizations in the Dominion.

It is a farmers' company, handling business for the farmers, and owned by nearly 35,000 farmers in western Canada. While handling grain is the company's chief business, it also supplies binder twine, coal, flour and other supplies. It also assists in marketing livestock, in the handling of all kinds of insurance, and in several other ways. At almost

cleaning the grain with a minimum of re-elevation.

The workhouse of 500,000 bushels' capacity is located between two storage annexes, each annex having 2,500,000 bushels' storage capacity. Each annex is served by three 42-inch belts overhead from the workhouse, belts to one annex passing under belts to the other annex on the workhouse bin floor, so that all cupola Mayo and telescopic spouts can deliver to six annex belts. Each storage annex delivers to three 40-inch belts below, and each basement belt delivers to two shipping legs, giving great flexibility in storing and shipping.

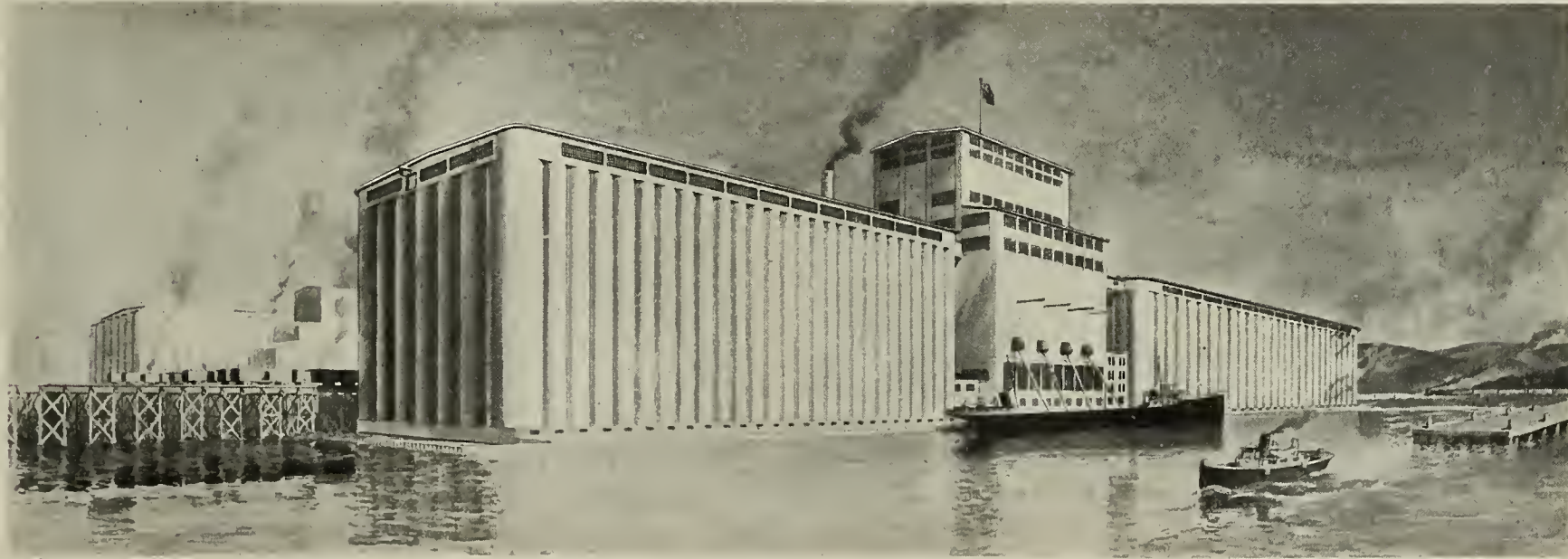
Each storage annex is built with wide contacts between the circular bins and the resulting large interspaces are divided into four separate bins. Separate outerspace bins are also provided between all outside circular bins. The result is storage annex space suitable for storing many grades without loss of capacity. The following are the various storage annex bin capacities: 112 bins of 32,000

other for recleaning over special grain separators.

Unloading from cars is handled by three automatic car dumpers, equipped with special apparatus for opening duplex car doors. Trackage serving the dumpers is favorable for rapid unloading, as 120 cars can be placed for unloading at one shunt. Both railways have large storage yards near the elevator, ensuring prompt switching service.

Double shipping bins discharging to a single loading spout are provided, one set for each shipping leg, with bin capacity of 10,000 bushels per leg. The elevator loading slip is 150 feet wide with a concrete dock 1,200 feet long. Four car loading spouts are installed for loading out to cars.

The drying plant is a single unit Morris blow through, dust collecting type, steam drier, made by the Strong-Scott Manufacturing Company of Minneapolis, Minn., with rated capacity of 1,000 bushels per hour, housed in a concrete building with large garner capacity over the drier. Drier



NEW TERMINAL GRAIN ELEVATOR OF THE UNITED GRAIN GROWERS, LTD., AT PORT ARTHUR, ONT.

400 points in Manitoba, Saskatchewan and Alberta the concern has elevators. Terminal elevators are operated at Port Arthur and Vancouver. The latest acquisition of this company is the new terminal grain elevator at Port Arthur, Ont., which has a capacity of 5,500,000 bushels.

This elevator was designed to meet the requirements of grain handling that have developed in recent years, and its layout and equipment differs considerably from that of grain elevators previously constructed. A large increase in the number of grades of grain to be handled, and increased difficulty in cleaning grain to the required standard, have made desirable a much larger proportion of small storage bins, and added provisions for re-

bushels' capacity; 48 bins of 8,000 bushels' capacity; 64 bins of 5,000 bushels' capacity; and 216 bins of 4,000 bushels' capacity.

One row of large circular bins is drawn off to two basement belts, and all other bins to one basement belt.

The workhouse is of reinforced concrete construction throughout, and is built with large window areas to reduce the explosion hazard. Bins are of circular type, with interspace and outerspace bins. The cupola above the scales is filled with three rows of garners, the center row being scale garners, and the two outside rows cleaner garners. Each cleaner leg discharges to two large cleaner garners, one for distribution to storage and the

building and boiler house are built to house a future second drier unit of same size.

A large office building is provided at the inshore end of the workhouse, to house the Government inspection office, elevator inspection office, foreman's office, superintendent's office, general accounting office and welfare rooms. The substation building is built in conjunction with the office building, and both are heated by a hot water heating plant. Offices in the elevator are heated by safety type electric radiators.

Elevating equipment includes three receiving legs and four shipping legs, each rated at 22,000 bushels per hour, and seven cleaner legs, one tailings leg, one screenings leg, and one drier leg, each rated at

9,000 bushels per hour. Provision is made for the future installation of three additional cleaner legs to serve future cleaners.

Cleaning equipment is installed as follows: 22 size No. 11 Monitor Receiving Separators, two size No. 5 Emerson Separators, three size "Big 5" modern disc separators, two No. 11 Monitor Screenings Separators, four other grain separators, one up-to-date disc wheat and oat and seed separators for screenings, one No. 11 Monitor Scalping Shoe.

Amp's provision is made for installing additional cleaning equipment as future conditions may require.

All workhouse bins are either spouted direct to cleaner machines or are used to receive separations direct from cleaners on the distributing floor. About 350,000 bushels of bin capacity is spouted direct to the first floor Monitor Separators. A double screw conveyor system is installed, one conveyor for tailings and a second for screenings. Tailings are elevated separately and passed through the scalping shoe, and one of the house's disc installations.

Screenings are separated on Monitor screenings separators and another of the disc units. Each cleaner leg can discharge direct to a garner feeding to a disc separator, as well as to a distributing garner and shipping scale garner.

Motors driving elevator legs and conveyor belts are double squirrel cage, high starting torque, with push button control for across-the-line starting. The seven hopper scales are Fairbanks Type "S", of 2,500 bushels' capacity, equipped with weight lifting device.

A complete dust collecting and ventilating system has been installed to comply with latest recommendations of the Board of Fire Underwriters, to protect against dust explosions.

The signal system is unusually complete with inter-communicating telephones, light and industrial horn signals, electric garner alarms, and speaking tubes. Elevator trackage is lighted by flood lights for night operation, and a system of flood lighting is installed for lighting up the exteriors of the elevator structures.

A remarkable construction record has been made

in building this elevator. Designing work was commenced on May 8, 1927. Contract for cutting and driving 16,000 piles for the elevator foundation was awarded on May 20. Concrete pouring was commenced on July 10 and was completed on November 9, over 75,000 cubic yards of concrete being poured in this period. The elevator was fully equipped and operating to capacity by December 15, 1927. It is believed that this is a world's record for speed in construction of a complete grain elevator plant, and the record is all the more remarkable in view of the fact that this is said to be the largest elevator capacity ever constructed under one contract.

The plant was designed by, and built under the supervision of C. D. Howe & Co., consulting engineers, of Port Arthur. General contract for construction of the plant was in the hands of Carter-Halls-Aldinger Company, Ltd., of Winnipeg. United Grain Growers, Ltd., exercised general supervision over the design and construction work, through J. R. Murray, assistant general manager, and P. C. Watt, general superintendent of terminal elevators.

HALF-BILLION BUSHELS IN LAKE BOTTOMS

Grain trade on the Great Lakes last year for the third time in history exceeded half a billion bushels and with 515,193,534 bushels stands second only to the season of 1924, according to the annual report of the Lake Carriers' Association distributed last month.

Receipts at Toledo, Ohio, were 8,887,152 bushels, which exceeded all other ports except Buffalo, and four Canadian ports.

One of the most remarkable things in the record is the tremendous growth of the St. Lawrence route as an artery for grain and other commerce. From April 19 to December 12 there passed through the antiquated Lachine Canal 170,872,527 bushels of grain, which is compared to the previous year, 1925, when 132,854,136 bushels were carried through the canals.

The Welland Canal facilitated the transport of 177,594,782 bushels of grain from Buffalo through the canal. This traffic amounted to 56,953,783 bushels and is taken as further proof that the St. Lawrence route is gaining in popularity even though hindered by antiquated facilities. This traffic from Buffalo was a gain of nearly 20,000,000 bushels over the previous year.

FAULT IN MINNEAPOLIS GRADE

In view of the evidence presented, Arbitration Committee No. 2, of the Grain Dealers National Association, has rejected the \$400 claim of Dyer & Co., Kansas City, Mo., *versus* the Sheffield Elevator Company, Minneapolis.

A reinspection of the car of oats over which the controversy arose, resulted in the grade being changed from No. 3 to No. 4, but the committee agreed that "where grain is sold for intrastate shipment on specified official inspection and seller furnishes official certificate showing contract grade, if buyer does not request reinspection before car leaves shipping point, he has no recourse on seller."

DOCKAGE MINOR MATTER

Authorities in the grain division of the Department of Agriculture are convinced that American wheat now exported at the rate of 92,000,000 bushels a year through the Canadian port of Montreal will not flow out of the country through American ports, even should United States Senators representing Atlantic Coast states succeed in their campaign to eliminate grading and inspection handicaps.

While it is true that this grading and inspection does often result in a reduction of as much as three cents a bushel on the price of wheat exported through American ports because of dockage fee, a charge which the same kind of American wheat passing through Montreal does not have to stand,

there are other more vital handicaps that are influential in diverting American wheat to Canada, it is contended. One of the factors cited is the rail haul on wheat from the Far West.

Senator Copeland of New York, one of those who has joined in the effort to restore the flow of American wheat through American ports to the nations overseas, has obtained figures which show that American wheat from the states west of the Dakotas, like Montana, is charged 11 cents a bushel more for its rail haul to the Head of the Lakes than does the Canadian wheat raised in the western provinces of Alberta and Saskatchewan when moved over the Government-owned railroads of Canada to the Lakes.

NEW RAILS, NEW TOWNS AND NEW STORAGE FOR TEXAS

By W. D. HORNADAY

As a result of the construction of two new lines of railroad into Floyd County, Texas, eight new grain elevators will be constructed and completed in time to handle this fall's wheat crop. Of these eight elevators, five are now being built as follows: Edwards Grains & Elevator Company and F. M. Dougherty, one each at Dougherty, Floyd County's new town of the Quanah, on the Acme & Pacific, 16 miles southeast of Floydada. Both are from 12,000 to 15,000-bushel capacity. Robert Muncy at Muncy, one of 15,000-bushel capacity; Thornton Bros. at Sterley, one of 20,000-bushel capacity; Clubb & Heard, Petersburg, 12,000-bushel capacity.

Other elevators planned to be ready before the wheat season opens are included a 15,000-bushel capacity plant to be built by J. E. McAvoy, of Aiken; Texas, on a Fort Worth & Denver line switch that will be located in the northwestern Floyd County, and a 15,000-bushel capacity elevator at Stringer, a new town 13 miles west of Floydada on the Denver line.

MAY CHANGE GRADES

What appears to be far-reaching amendments to the Canada Grain Act, in respect of the grades on White wheat, oats and barley, have been announced by James Malcolm, minister of trade and commerce for Canada. A bill containing the amendments will be introduced at the present session of parliament.

It is explained that the new grades on White wheat are made necessary by the large quantity of wheat of new varieties being produced on the prairies. Hitherto this wheat has been labelled "no established grade."

In regard to the oats, it is explained: "A large acreage in the western provinces is sown with varieties of yellow oats. These varieties are yellow in color and for this reason are excluded from the grades of No. 1 and No. 2 Canada Western oats. For a time one of these varieties, 'Golden Rain',

was graded as No. 2 Canada Western white oats, but on account of complaints from millers this was discontinued. For this reason new grades for these varieties are now being set up."

In regard to the changes in barley grades, it is explained: "The present definitions for a western barley are obsolete, in that they make no provision for classifying according to variety."

CORN CONSUMPTION A CENTURY AGO

In a recent book on criminology called "The Gangs of New York: An Informal History of the Underworld" (Alfred A. Knopf, New York) a story of the Hot Corn Girls of the notorious Five Points district in that city is of interest:

"The modern purveyors of hot dogs, peanuts and popcorn had their Five Points prototypes in the children and old negro mammies who peddled mint, strawberries, radishes and steaming hot yams, and in the 'Hot Corn Girls' who offered piping hot roasting ears from cedar-staved buckets which hung from the hollows of their arms. Dressed in spotted calico and wrapped in plaid shawl, but barefooted, the Hot Corn Girl appeared on the streets at dusk, and throughout the night she mingled with the crowds on the sidewalks and in the dance houses, hawking her wares and lifting her voice in song:

Hot Corn! Hot Corn!
Here's your lily white corn.
All you that's got money—
Poor me that's got none—
Come buy my lily hot corn
And let me go home.

"The Hot Corn Girl became one of the most romantic figures of Five Points, and her favors were eagerly sought by the young bloods of the district, who fought duels over her, and celebrated her beauty and sparkling wit in song and story. The earnings of the best looking girls were considerable, and it soon became the custom for a Five Points hero with a loathing for labor to send his young and handsome wife into the street each night carrying a cedar bucket filled with roasting ears, while he cruised along in her wake and hurled brickbats at the young men who dared to flirt with her. The first hanging in The Tombs grew out of such a situation. Edward Coleman, one of the original gangsters of Paradise Square, became enamored of a young woman known throughout the Five Points as 'The Pretty Hot Corn Girl'. He married her after fierce fights with a dozen protesting suitors, and finally murdered her when her earnings failed to meet his expectations. He was put to death in The Tombs on January 12, 1839, soon after its completion."

PLATFORM loadings and receipts at country mills and elevators indicate that the balance of wheat on farms in Canada may be less than at this time last year.

Harvesting Equipment Improves Crops

New Combine Plan Helps Solve Hot Grain Problem Yet Keeps Economy of Old Combine Method

IN A recent communique, the Department of Agriculture pointed out that moisture in weeds is a more serious difficulty than humid weather at harvest time. In the Spring wheat states, where about 500 combines were operated in 1927, many weeds are present in grain fields. Most of the weeds, with the exception of wild oats, contain much moisture. In some lots of grain harvested last year in North Dakota the weeds contained as much as 60 per cent of moisture, compared with only 14 per cent in the wheat itself. When such weedy grain is stored without cleaning, the excess moisture in the weed seeds is transferred rapidly to the wheat kernels, and heating or fermentation may occur. Tests made of 200 lots of grain stored in farmers' bins in North Dakota in 1927 showed that at the end of 48 hours the wheat had absorbed so much moisture from the weeds that the percentage of moisture in the wheat was the same as in the weeds. Such facts, says the Department, suggest the desirability of having recleaning apparatus installed on the combine when grain containing tall green weeds is to be harvested.

Combine harvesters and threshers have opened so many new problems for the grain dealer, both in storage and the keeping quality of grain, that a description of the method of quick harvesting should be of general interest to the grain trade at this time.

NEW HARVESTING EQUIPMENT INSURES BETTER QUALITY GRAIN

The new method of curing small grain in windrows and then threshing it by harvester-thresher, or combine, developed largely as a supplement to straight combining, promises to be a great boon to the modern-day farmer who wishes to harvest the highest grade of grain possible under a variety of conditions and at lowest possible cost. When conditions at the time of harvesting small grain are

method of harvesting in connection with the use of the harvester-thresher equipped with pick-up device enables the operator to get away from these difficulties and at the same time "cash in" on the efficiencies that pertain to the use of the harvester-thresher or combine.

When a farmer windrows his grain, he can begin his operations at the same time that he would go



CLOSE-UP OF WINDROW PICK-UP DEVICE

into the field with a binder, which is from a week to 10 days sooner than he would harvest his grain the straight combine way, for then he would have to allow the grain to stand longer in order to allow it to ripen on the stalks. In sections where hail damage is frequent or where the farmer is fearful of other weather hazards, the windrower enables the farmer to commence cutting his grain at the same time that he would with the binder and then later when conditions are right for straight com-

ment for use with the Harvester company's harvester-threshers has been developed. The windrow machine, or windrow-harvester, as it is called, is virtually a right-hand header with means for delivering the cut grain from about the center of the platform instead of to one side, as in the ordinary header. This is particularly advantageous in making the opening cut, for the cut grain then is delivered on the stubble instead of on the standing grain. With this machine, also, the operator can cut close to stack bottoms without leaving any standing grain.

In harvesting grain by the windrow method, it is very important that the stubble should be high enough to carry the cut grain. When this is the case, air can readily work into the windrow from underneath and thus facilitate the curing of the grain and the drying of any green weeds that may be mixed in with the cut grain. Curing of the grain in the windrow is much more rapid than in the shock, two to four days of good drying weather being sufficient to accomplish this.

Two sizes of windrow-harvesters are being made by the Harvester company, one of the 16-foot size and the other of 12-foot size, which deposit the grain in windrows 40 inches wide. With the larger machine, from 55 to 60 acres can be cut in a 10-hour day and with the smaller from 35 to 40 acres. The platform of the large machine is counterbalanced by weights, as shown in the accompanying illustrations, to make it easy to move the platform to any height desired from the ground up to the limit of 29 inches. The platform of the small machine is counterbalanced by means of springs. The outer portion of the platform is hinged so that when the machine is being transported from field to field that portion of the platform can be raised, thus making it easier to travel through gates or along narrow roads or lanes. Power for operating the cutting mechanism, reel, and platform canvases is taken from the bull wheel by chain drive as shown.

A piece of sheet iron is placed behind the knives at the opening in the platform. This is so shaped that it bends the stubble at the top ends in such a way that the cut grain stays on top of the stubble.



REAR VIEWS OF McCORMICK-DEERING WINDROW-HARVESTER

right, the harvester-thresher is a most efficient machine. It enables a farmer in one operation to cut his grain and thresh it, and thus quickly perform at low cost and with a minimum of labor one of the biggest and most important undertakings on the farm where small grain is grown in sizable acreages.

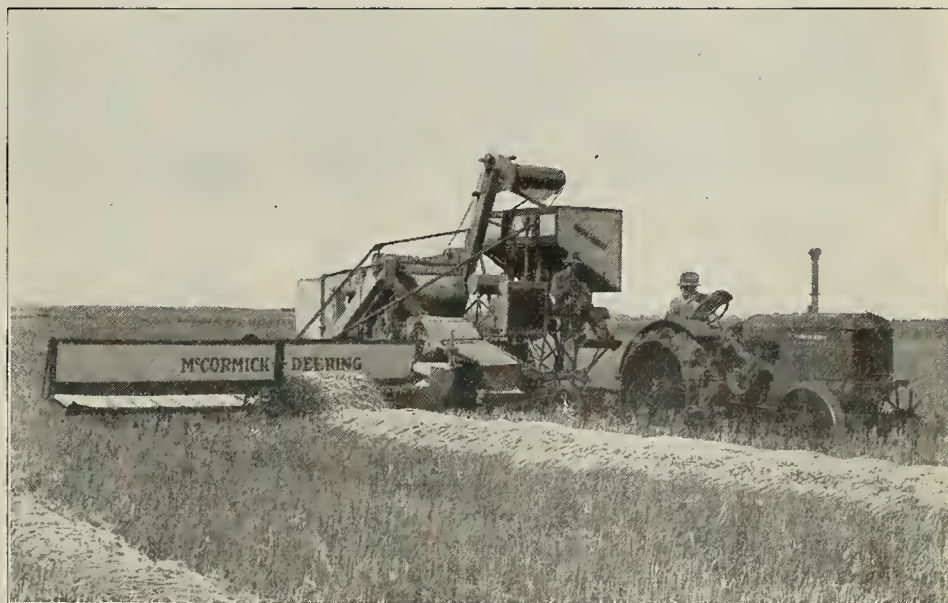
Previously harvester-threshers have only been used where grain ripened evenly. Where grain ripens unevenly or quantities of green weeds are present at time of harvest, however, the difficulties of harvesting the straight combine way are considerably increased. It is difficult to separate some kinds of green weeds from the grain. The presence of pieces of green weed, green weed seed, or unripened grain in the threshed grain increases the moisture content and tends to cause heating in storage unless grain is stored in specially ventilated bins or artificial drying is resorted to. This new windrow

binging, he can cut and thresh at the same time with the harvester-thresher.

At a recent meeting of the American Society of Agricultural Engineers, Thomas D. Campbell, who is a wheat producer of Montana and who has practiced the windrow method of harvesting with marked success, told about the effects of hail on grain that was in the shock and that which was in the windrow. He said that the losses in the shock were much greater. The grain in the windrow that was threshed out by the hail tended to lay on top of the straw and was picked up later and passed through the combine and thus was saved. He also told how damages from rain were considerably less in the windrow than in the shock.

NEW WINDROW HARVESTER

To facilitate the windrow method of harvesting, a special windrowing machine of International Harvester make and also a special pickup attach-



WINDROW PICK-UP DEVICE

The grain is laid in the windrow with the heads overlapping the butts; they overlap each other in a manner similar to that in which shingles are laid on a roof. When the grain is picked up later, it is necessary that the pick-up device travel in the same direction as did the windrow-harvester; the grain is then picked up just as a man would raise shingles from a roof with a spade. Never should the windrow be approached with a pick-up device with the butts of the straw toward the machine.

PICK-UP DEVICE

The pick-up device designed by the Harvester company for use with its harvester-threshers is very simple and may be easily mounted on the platform after the reel has been removed. This device is being made in two sizes of six feet and seven and one half feet, designed respectively for McCormick-Deering 10-foot and 15-foot harvester-threshers. An essential part of the mechanism is

a drum equipped with four rows of pick-up fingers, which is operated by power taken from the grain wheel of the harvester-thresher. The reason that power is taken from the grain wheel instead of the auxiliary engine is that the speed of the pick-up mechanism should have a definite relation to the forward travel of the machine over the ground. When this is the case, there is no tendency for the device to tear the windrow apart and produce a bunched condition on the platform. As the grain in the windrow is picked up by the fingers, it passes over sheet iron guides, as shown in the illustrations, and then on to the platform canvas, which conveys it to the feeder. The pick-up device is provided with two skids, which are adjustable. After the pick-up device is placed in position, the platform should be balanced by means of counter-balance springs so that it just floats on the ground, as it were.

Grain in the windrow is frequently bunched—this is often the case with flax—and unless some means is provided for controlling the feeding of the grain into the thresher, a heavy slug will often pass into the threshing cylinder and cause trouble. To obviate trouble of this kind, a floating spiked drum has been added to the feeder for McCormick-Deering harvester-threshers to facilitate the threshing of windrowed grain. This spiked drum is located directly in front of the threshing cylinder. It is provided with a volume-control device, which automatically stops the feed conveyor and the main platform canvases when a large volume of grain approaches the cylinder. The spiked drum rolls

the incoming grain down tight against the feed conveyor and provides a positive feed at conveyor and drum speed. It also acts as a positive retarder, preventing the cylinder from clogging or jerking in bunches of grain.

The volume-control device is in the form of a clutch, which drives the feed conveyor and platform canvases. The spiked drum is balanced by a spring with a hand-screw adjustment. When the drum rolls over an unusual wad or bunch, it is raised and then the feed conveyor and platform canvases are instantly stopped. The drum, however, is constantly rotating and by means of the spikes combs the grain off the bunch, feeding constantly to the cylinder, even when the feed conveyor is standing still. As soon as the drum has combed off the surplus portion of this wad, it gradually lowers to its normal position, which causes the clutch again to engage and drive the feed conveyor and platform canvases.

Both the windrow-harvester and pick-up device described above proved themselves in a number of trials last season. The machines shown in the accompanying illustrations were photographed on the farm of E. C. Nelson, near Saskatoon, Sask., who harvested 160 acres of wheat with them. In commenting about them, Mr. Nelson said in part:

On account of being laid out in a continuous windrow on top of the stubble, instead of being tied into bundles, the sun and air dry and ripen the grain in three or four days so as to be ready to thresh with the combine. In this short space of time, the grain does not bleach, and the grade is fully as good, if not better, than it would be by the usual methods of stooking (shocking) and threshing. For the pur-

pose of finding out what would happen to grain left in the windrow for a longer period, we left some out for about 10 days or longer that went through two heavy rains, and one storm included a high wind. To my surprise, the windrows remained on the stubble through it all, and the air space underneath caused the windrow to dry out quickly, and there was no harm to the quality of the grain except a little bleaching from the rain. As stated before, this does not need to happen, but it is interesting to note that it does not mean loss of the grain even if it does get caught by the weather.

COMBINE METHOD SWEEPING COUNTRY

There has been an amazing increase the past several years in the use of the harvester-thresher and extension of territory in which it is employed. Its field of usefulness is no longer limited to the semi-arid plains of the West, nor merely to the harvesting of small grain. It has proved itself, also, as a low-cost machine for harvesting such important crops as soybeans, cow peas, Timothy seed, Clover seed, etc. Farmers in the more humid regions to the east who have been bent on cutting their production costs have adopted it in ever-increasing numbers. With the windrow-harvester and pick-up device available for use with the harvester-thresher, farmers will be able to meet a variety of conditions at harvest time. They will be able to harvest their crops with great savings in time, labor, and money, and the elimination of numerous drudgeries and worries that fall on the farmer and also his wife when crops are harvested at one time and then at a later period threshed by stationary machine. The march of the wonderful labor-saving harvester-thresher, therefore, is bound to go on in more stirring fashion than ever.

100,000,000-BUSHEL CAPACITY FOR LAKEHEAD

It is freely forecast in Dominion of Canada grain circles that the elevator capacity of Fort William and Port Arthur, twin ports at the head of the Great Lakes, will be increased to 100,000,000 bushels or over by 1930.

The increase of 10,000,000 bushels in elevator capacity at the lakehead cities to be finished this year will mean that the storage space will be around 82,000,000 bushels by the time the 1928 crop begins to move in from the prairies.

WOULD END ELEVATOR RELAY SYSTEM

Creation of a "Federal Agricultural and Home Farms Trust" to help farmers process their own grains and other crops in the vicinity of production would be provided under a bill (H. R. No. 12,492) introduced in the House of Representatives by one of the 25 Illinois delegates, Representative John C. Allen, Monmouth, Ill. The bill has been consigned to a committee.

The bill calls for a \$50,000,000 appropriation. The money would be used to establish facilities which would replace the present system whereby grain is relayed in turn to local elevators, terminal elevators, and mills or refineries. Farmers, according to Mr. Allen, would "thus save shipping and selling costs."

KUHN GETS AWARD

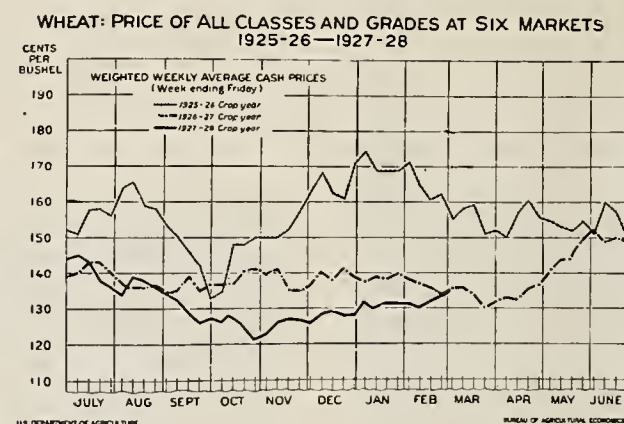
White oats were the root of all evil last month for Arbitration Committee No. 2, of the Grain Dealers National Association. One of the White oats cases handled by it came on appeal from a decision of the official arbitrators of the Hoosier State dealers' association. The latter organization was upheld in its decision, and the plaintiff, Paul Kuhn & Co., of Terre Haute, was awarded \$313.50 to be paid by John T. Higgins, of Otterbein, Ind., defendant.

Getting down to brass tacks, the committee summed up the moral of this case as follows: "Where a trade is made through a broker and confirmed by him to both parties, and neither party takes exception to the terms of said broker's confirmation, the contract must be filled in accordance with the terms

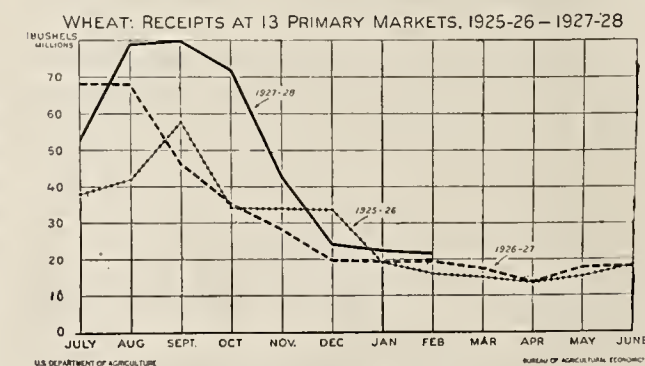
of the confirmation issued by the broker, according to paragraph 'b', Section No. 4 of the rules of the Indiana Grain Dealers Association and paragraph 'b' of Rule No. 4 of the trade rules of the Grain Dealers National Association."

TRENDS IN WHEAT PRICES

In the past two years wheat prices have declined temporarily in the latter half of March, turning upward in April. These declines, according to the Department of Agriculture, are largely due to the



prospect for or the actual release of large Canadian supplies by the opening of the Lakes. Last year the temporary decline was followed by a marked rise, culminating about the first of June. At present, it may be said that the trend of wheat prices



continues upward and as measured by the weighted average cash price of all classes and grades at six principal markets, the trend has been upward since the last of October. Starting from the low point of \$1.21 per bushel, reached the last of October, the

average price advanced to \$1.35 for the week ending March 2, which equalled the price of a year ago. This was the highest level reached since the last week in August.

It has been noted that the spread between May futures at Minneapolis and Winnipeg has been running at about nine cents in favor of Winnipeg since the first of the year. During most of January, May futures at Winnipeg and Liverpool were slightly above last year's prices, but since then have dropped to a level slightly below.

The two accompanying charts, prepared by the Bureau of Agricultural Economics, show the prices of all classes and grades of wheat at six markets, 1925-26 to 1927-28, and the receipts at 13 primary markets, covering the same period. The key is given and with this, the charts are self-explanatory.

PENALTY CLAUSE PROPOSED FOR GRAIN ACT

Amendments to the Grain Futures Act, strengthening the act by inclusion of a penalty clause imposing a fine of \$10,000 or imprisonment upon violators, and requiring that future delivery contractors present grades of grain approved by the United States grading administration, would be included in a bill (H. R. 11952), introduced by Representative Dickinson of Algona, Iowa.

The bill is a companion bill to S. 3575 introduced in the Senate by Senator Capper, of Topeka, Kan.

THIRD LARGEST ELEVATOR IS IN THE UKRAINE

Before the Great War the Port of Nikolajew (Wjornobeninski) in the Ukraine handled 100,000,000 pud of grain of 36 pounds each. The grain arrives by railroad, boat and vehicles. The new grain elevator is being equipped with railway sidings. The elevator has sufficient equipment to unload hourly 60,000 pud of grain from the vehicles, and 27 Ukrainian railroad cars in 20 minutes. The freight boats are unloaded with pneumatic equipment. The equipment is adapted to load ships at the rate of 250,000 pud per hour. Thus far only two elevators were similarly equipped, one in Chicago and one in Canada. This third largest elevator of the world will be completed in October 1928. *Die Muehle* states that it cost 8,000,000 rubels.

The Trend in Canadian Grain Movement

Developments in Grain Movement in Canada Are Causing Increase in Elevator Construction and Demonstrating the Need for Added Terminal Facilities

By E. L. CHICANOT

DEVELOPMENTS are taking place in Canada with reference to the grain movement which have pronounced significance. The amount of new elevator construction under way, or planned for the immediate future, is at the present time outstanding, and particularly striking is the substantial portion of this which consists of new terminal building. The volume of construction clearly looks beyond the normal increase in the eastern Canadian grain crop and is eloquent of certain changes in the trend of grain shipment. It would appear to be quite clear that Canadian ports are looking to the securing of a larger share of the Canadian grain crop, and confident of getting it, through the diversion of part of that flow which now finds its way to United States ports.

The maintenance of adequate storage space for a crop annually increasing in volume is naturally quite a problem in Canada and necessitates heavy and continuous building. In the year 1926-27 there were altogether in Canada 4,558 grain elevators of all kinds capable of housing 284,818,200 bushels of grain. These were distributed as follows: British Columbia, 15—8,295,000 bushels; Alberta, 1,099—49,768,000 bushels; Manitoba, 687 — 25,930,800

years will be responsible for adding about 20,000,000 bushels, one of the largest terminal building projects in the history of the lakehead ports or any other elevator centers on the continent being planned.

The great gulf port of Montreal will naturally feel the influence of this increased movement and new terminal building is preparing for it. An addition is at present being built to Elevator No. 3 of Montreal Harbor increasing it from 2,000,000 to 5,000,000 bushels, making it the largest seaport grain elevator in the world, and raising the total elevator capacity of the harbor to 15,162,000 bushels. At the same time a site has been selected for the first modern grain elevator to be erected at Toronto, to have a total storage capacity of 750,000 bushels. This may be preliminary to other elevator erection in anticipation of the opening of the new Welland Canal, which will enable the largest upper lake vessels to come to Toronto with cargoes of grain for distribution in Ontario. Similar developments are expected at Quebec following the placement of this port on an equality with Montreal as regards freight tariffs on export grain and the commencement of a movement by rail there.

Saint John revived in acute manner the aspirations of these Atlantic outlets to secure more Canadian grain traffic, and demand these be given consideration. Already Saint John has been experiencing a substantially greater traffic since the opening of the 2,000,000 bushels elevator at Midland on the Great Lakes with which it has been given direct rail connection by the Canadian Pacific Railway. This is only a commencement, however, and the port's program of \$10,000,000 expansion includes the construction of a 2,400,000-bushel elevator with grain conveyor galleries for the loading of grain. Halifax is no whit behind in planning for greater grain traffic.

Another and quite important factor in increasing the movement of grain through Canadian ports is going to be the opening of the new Welland Canal, to which reference has already been made, and which is planned for 1930. Much consideration has been given to the matter of the creation of a grain terminal between Lake Erie and the eastern end of lake navigation, and after the investigation of the merits of several suggested situations by engineers Prescott was recommended as the most advantageous location and the Government, it is understood, has adopted this recommendation. The construction of a transfer point at the eastern end of Lake Ontario was found necessary for the discharge and trans-shipment of grain brought down from the head of the lakes in 600 foot lake freighters which will be able to pass below Lake Erie. Otherwise these large vessels, capable of transporting a maximum of 551,000 bushels of mixed grain would



THE ST. LAWRENCE RIVER AT QUEBEC



ST. JOHN, N. B., THE PRINCIPAL WINTER PORT FOR GRAIN EXPORT

bushels; Saskatchewan, 2,694—93,464,400 bushels; Ontario, 51—88,350,000 bushels; Quebec seven—15,310,000 bushels; New Brunswick, three—2,200,000 bushels; and Nova Scotia, two—1,500,000 bushels.

This may be generally regarded as a normal year. In the course of the 12 months, 142 elevators were added to those in existence, increasing accommodation by 3,071,640 bushels. These were obviously elevators at country loading points, some 50 additional stations being furnished with grain storage facilities. The significant building being undertaken at the present time is terminal.

Anticipation of a great expansion in the western Canadian grain crop and a conviction that the greater part of the increase will find its way to export outlets by way of the Great Lakes are indicated in the extension of elevator accommodation planned for the twin ports of Port Arthur and Fort William, which have the greatest concentrated grain storage capacity in the world. Incidentally it is to be noted that the largest single unit terminal elevator in the world, with a capacity of 5,500,000 bushels, was opened recently at Port Arthur.

Elevator capacity at the two ports by 1930 will probably be 100,000,000 bushels, judging by present plans. Today the storage capacity of the twin ports is 72,540,000 bushels, as compared with 53,000,000 bushels at Chicago and 58,000,000 bushels at Minneapolis, and this will be increased by between 9,000,000 and 10,000,000 bushels before the 1928 crop is garnered, through two new elevators to come into existence and an annex which is being built to another. Expansion in the following two

At the same time Pacific Coast ports, which in the present season have created a new record for grain shipments, far exceeding the figures of any previous year, are quite confident of receiving a steadily increasing volume of grain from the prairies in future years which will be diverted from the eastern route, with naturally the flow to United States ports suffering rather than that to eastern Canadian ports. Vancouver has not developed in the past as a grain port as it might have owing to a tardy provision of adequate facilities. This is being more speedily remedied at the present time and greater progress is forecast for the future. The 8,295,000 bushels storage capacity of the Pacific Coast ports is being considerably added to at the present time. An elevator of 2,500,000 bushels is being built for the Alberta Wheat Pool at Vancouver, while at the same time erection is under way of Victoria's first grain elevator, which is to have a capacity of 1,000,000 bushels, and another 1,000,000 bushels' elevator is under way at New Westminster.

The westbound route for grain is perhaps the most significant of trends. With a satisfactory movement to Europe via the Panama Canal and great markets waiting in the Orient there is every reason to expect, as these ports anticipate, that the volume of grain to move from the prairies to the Pacific Coast will steadily increase each year, the westward movement of grain being economic from territory to a point well beyond the Alberta border in Saskatchewan.

The nationalization of the ports of Halifax and

probably discharge at ports in the State of New York.

The movement of grain out of Montreal will be greatly facilitated through the selection of Prescott as the new transfer terminal, as its transportation over the 115 miles separating the two points will involve nothing more than a switching proposition. Having regard to the easy gradient between Prescott and Montreal it is probable that a large quantity of grain will be moved down by rail. Types of grain required in Montreal can be obtained from Prescott within six hours. A unique natural advantage of Prescott is its freedom from ice during the winter months when navigation is closed down on the lakes and on the St. Lawrence, which will enable the big "lakers" laden with grain to winter there and be placed alongside the elevators for discharge as grain is required during the winter.

All indications would tend to indicate that in the future Canadian grain will move out in a steadily greater extent through Canadian channels, thus to an extent alleviating the disability from which Canada has suffered since the earliest development of a grain traffic from the west. To take the seven months ending February 1928 as representative of the trend, and wheat as being the heaviest crop exported, Government statistics show that against 63,321,756 bushels of Canadian wheat shipped by Canadian ports on both the Atlantic and Pacific 94,446,735 bushels of Canadian wheat were exported via United States ports.

There is, of course, a complimentary movement of United States grain via the Port of Montreal.

United States grain, harvested earlier than the Canadian, moves out in substantial volume by way of the St. Lawrence waterway during the period of open navigation. The movement is purely a seasonal one, but the advantages of the St. Lawrence route would seem to have been impressing themselves more forcibly upon United States importers, which is merely tending to equalize the situation. Approximately 50 per cent of Montreal's grain handlings in the past season were United States grain. In the reciprocity of handling, however, as exhibited in the relationship of the premier Canadian port with the nine leading Atlantic ports of the United States, the Republic still has largely the advantage. While in 1927 Montreal shipped 92,130,918 bushels of United States grain the nine leading Atlantic ports of the United States together shipped 128,752,605 bushels of Canadian grain.

The curious economic anomaly exists of Montreal in its short season shipping more American grain than do these nine leading United States ports in their 12 months of operation, while more Canadian grain finds outlet through these United States channels than by way of Montreal. In 1927 the nine ports—New York, Galveston, Baltimore, Philadelphia, Portland, New Orleans, Boston, Norfolk and Newport News—shipped a total of 218,861,439

bushels of grain, of which 128,752,605 bushels was Canadian and 90,108,834 was American. Montreal in its season exported 183,963,840 bushels, of which 91,832,931 bushels was Canadian and 92,130,918 bushels American. Incidentally these figures disclose that Montreal fell only 34,897,510 bushels short of the total grain handlings of these nine United States ports in 1927, further consolidating its position as the greater grain shipper in the world.

That such a large volume of Canadian grain has since the first cultivation of the western Canadian prairies found export outlet through United States ports has been a continuous grievance in the Dominion, though in the state of Dominion development such diversion was recognized as inevitable. It was only to be expected, however, that any new developments which might affect grain movement would have regard to the retention of a larger share of the traffic for Canadian ports. The process will, of course, be a very gradual one and, with the steadily increasing volume of the western Canadian crop, it will be a long time before Canada has overcome her disadvantage and reached anywhere near an equality in the reciprocity of grain movement. The trend is, however, unmistakable and in every consideration will make itself increasingly felt.

subject to handling through human hands and, therefore, the human element becomes a factor.

In securing samples of the grain the lot, whether in car or bin, may vary slightly in condition in different parts of the lot sampled. There also may be some slight variations in handling the tester for determining the moisture content. This is shown, where samples drawn by official samplers or inspectors from the same cars at different times within a limited period, whether within an hour or 24 hours, have shown slight variations in the percentage of moisture content.

In view of the above I do not believe we can secure an absolute, correct 100 per cent moisture content. There will be some variation in the tests, and this will prevent arriving at a basis for proving an accurate amount of shrinkage, if any, owing to moisture while the grain is in transit and in the hands of the carriers.

WAS ONLY A COMPROMISE

The grain trade, through conferences with the carriers, have agreed when making claims for loss or damage of or to grain while in transit, in order to have such claims settled promptly, to allow and deduct from the shipping weight one-eighth of 1 per cent on all grain. This was not an acknowledgment that this deduction of a specified amount was the actual shortage that was recognized by the grain trade as a correct or proper amount, that was due to weighing or shrinkage natural to the handling of grain, but a compromise to facilitate the settlement of claims without suits based on common law as well as court decisions that carriers must deliver the amount of grain they receive.

There is no question that proper weighing facilities are now being more generally installed, more care being taken to arrive at and give accurate weights, and the official weight records of carlot shipments of grain I have gone over carefully within the past two years seem to prove this.

In addition to the subject of weight allowance in settlement of claims the carriers have opened up the question of what weight basis shall be used in the assessment of freight charges covering the transportation of grain and upon which to collect their charges. This seems to me to be the issue at present as the question of scale tolerance has been settled through agreement.

SHIPPING IN OPEN TOP CARS

I am aware that the carriers have a so-called scale tolerance on commodities shipped in open top cars covering coal, sand, stone, etc., on which there may be a shrinkage in weight on account of the inherent nature of the commodity, possibly due to the exposure to the weather or also a loss due to pilfering or due to improper or excessive loading. Grain should not be put on the basis of commodities shipped in open top or slatted cars where the weather may affect such commodities either in loss or gain of weight.

I have stated herein that we have no absolutely accurate way of testing moisture shrinkage in transit. With the carrier supposedly furnishing closed tight box cars and grain loaded practically to the roof of the car, the weather or the small circulation of air in the car cannot affect the grain shipped in box cars as it would in shipping ear corn in slatted stock cars.

The custom of the grain trade is to buy grain from country elevators at various country stations based on destination weight and the settlement is made on the amount of grain received by the buyer at the terminal market, as certified to by the official weigher's certificate. This should be the weight on which to assess freight charges, and I believe that legally the carrier can collect only freight charges on actual weight transported and for which the shipper receives pay.

The carriers' custom on such shipments has been based on official weights at destination. This should be continued as it has been in effect for a long period of years. Under this method of adjustment charges no question should arise as to scale tolerance.

NO SHRINKAGE IN TRANSIT

The settlement of assessing freight charges on grain moving between two terminal markets, both

The Application of Scale Tolerances

A Discussion of the Causes of Differences in Weights and the Problems Involved in Scale Tolerances in the Grain Business

By HENRY L. GOEMANN*

I TAKE it that we are not questioning the accuracy of scales used in the weighing of grain when these scales have been constructed in line with the specifications as adopted or endorsed by the United States Bureau of Standards, the scale manufacturers, the terminal grain weighmasters and the Interstate Commerce Commission in Docket 9009, including the amended specifications on hopper scales all of which, I believe, have a tolerance allowance to bring the scales to 100 per cent commercial basis.

I assume, therefore, that the subject for discussion is: If the scales used are according to agreed specifications and properly installed, regularly tested and kept in order, the weighing of the grain carefully and correctly done under proper supervision or automatic check or device, why are there differences in weights? If so, are they due to error, carelessness or dishonesty or due to natural shrinkage owing to the inherent nature of the grain and should an arbitrary tolerance be allowed to cover differences in weights no matter how slight?

DIFFERENCES IN WEIGHTS

I am aware that there are differences in weights between scales as covered by the in and out weight and no doubt some are largely due to carelessness or incompetence, if scales and handling facilities are correct.

My personal experience, covering many years of handling grain, is that where scales were correctly installed, the grain properly weighed and handled and carefully checked, whether by scale beam checking device or personal check, I found very slight differences.

Having handled millions of bushels of grain during the period I was active in Chicago and Mansfield, shipping both by boats and railroads, buying grain also at country points from the small elevators, also at large western terminal markets, handling considerable quantities through the Mansfield, Ohio, elevator, where the grain was weighed in hopper scales of carload capacity, I was able to compare and check the weights on shipments covering a large and scattered territory.

I found on my shipments from Mansfield to east-

ern markets, both for export or domestic use, *that where the cars were carefully weighed over correct scales and proper facilities my average shortages ran from 15 to 50 pounds to the car. I had similar results on shipments covering purchases in some of the western markets, neither short nor long*



HENRY L. GOEMANN

hauls making any difference in the outturn where the cars were in good carrying condition.

I have always contended that when grain is shipped in closed tight, good condition box cars, and loaded in line with the present rules of loading to within 24 inches of the roof of the car, and accurately weighed at the point of shipment, also at destination, that the loss is a nominal one, which is largely due to sampling and loss in handling, such as dust and the amount that cannot well be secured in cleaning of box cars due to car lining or of hopper bins feeding to scale and is very slightly due to the inherent nature of the grain.

HUMAN ELEMENT A FACTOR

Every mechanical device perfected to test the shrinkage as to moisture content of the grain is

*Address on "The Application of Scale Tolerances in the Weighing of Grain from the Standpoint of the Shipper," prepared by Henry L. Goemann, chairman of the Transportation Committee of the Grain Dealers National Association, and read by M. H. Ladd (in his absence), at the annual meeting, March 6-8, of the National Scale Mens Association, at the Hotel Morrison, Chicago, Ill.

markets having official weights, opens up the question which weight should govern. It seems to me that in view of the carriers having published a rule covering this point in their milling-in-transit tariffs to the effect that the official weight of the shipping terminal market should govern for assessing freight charges, that a similar rule be applied to grain shipments.

We have accurate scales which are being manufactured in accordance with specifications agreed to by the United States Bureau of Standards, the scale manufacturers, the terminal grain weighmasters and tentatively accepted by the Interstate Commerce Commission as correct. Further the Commission has, in Docket 9009, suggested the method of handling grain with proper facilities when for shipment. I believe there is no appreciable shrinkage in grain while in transit, admitting that records

show some variations in weights. The records also show it is possible, and the majority of shipments I believe, show that under facilities at our command we have commercially accurate weights. The shippers who install proper scales and facilities, and exercise the proper care in handling, and who are largely in the majority, should not be penalized by an arbitrary tolerance deduction because a minority do not endeavor in every way to obtain accuracy. I further believe there should not be used the words "Scale Tolerance" to arrive at commodity or weight tolerance as it infers that the scale is inaccurate and, therefore, I object to its use.

I desire to add these are my own views and I am not expressing them as being those of the Grain Dealers National Association owing to not having been able to submit them to the other members of the Transportation Committee.

Southern Port Has Unique Grain Facilities

Many Unusual Features Characterize the Publicly Operated Grain Elevators Which Serve the Port of New Orleans

PROBABLY the most distinctive characteristic of the public grain export elevator at New Orleans is the view of beautiful lawns, roadways and walks which greets the visitor, and demonstrates that a great waterfront utility can present an attractive appearance while providing for the practical demands of ocean commerce. The main approach leads into extensive premises which have been improved by the careful plotting of walks and roadways, lined with young camphor trees, crepe myrtle, and beds of flowering roses, geraniums and other ornamental plants. Flower gardens also extend around the several auxiliary buildings, all of which have been designed in concrete to harmonize with the towering elevator structure.

Upstream from the office buildings, and reaching to the limits of the great Otis mahogany plant, is an extensive, well-kept lawn, a considerable part of which is occupied by a baseball diamond. This diamond is one of two maintained by employees of the dock board for the use of the Dock Board League, which consists of four teams representative of the board's principal departments. The greatest pride is taken in caring for these grounds and the entire area is planted and maintained by the public grain elevator staff.

In the early spring, when a visitor sees the beds of violets and roses and the luxuriant borders of portulaca, he immediately remarks on the contrast between appearances at this elevator and the carelessly cluttered-up yards typical of some grain handling plants. But frequently he is much more surprised at the happy songs of canaries whose cages swing above the flower beds on the wide veranda of the main office building. That the decorative and artistic efforts should be carried so far as to include song birds is fair reason for surprise, but it is still more interesting to learn that those bright and cheerful creatures are useful rather than ornamental, and that their presence is primarily a safeguard to the lives of elevator employees. These little birds have been the means of saving human life on innumerable occasions, and not only are indispensable, but occupy a warm place in the affections of the operating personnel. The use to which they are put is not unusual in itself, but it is very unusual and perhaps unique in the operation of grain elevators.

As a matter of fact, they are used almost every day in the year for the purpose of detecting gases in the deep storage bins and particularly in bins where low quality corn or oats have been stored. Only within the past month, one of these canaries was lowered into a bin which had contained sulphured (bleached) oats. Before he reached the bottom of the bin, he toppled off his perch, and, by the time he could be drawn out, was stone-dead. Undoubtedly any man who might have entered the bin could have suffered a similar fate. In fact, the canaries were introduced at this plant several years ago because an employe engaged in cleaning one of the bins lost his life as a result of poisonous gases.

As soon as the dangerous condition is known to exist, an air hose can be put into the bin and all gases can speedily be eliminated.

These external attractive and unusual features of the public grain elevator which is maintained by the Board of Commissioners of the Port of New Orleans are really representative of the complete

purposes. From the marine leg to the sacking plant, the creosoted timber wharf is 2,090 feet long and none of this frontage is used for any other purpose. There are five berths—one for discharging barges or ocean vessels at the marine leg, one for loading at the sacking plant, and three for loading bulk grain under the spouts.

At the sacking wharf, the grain is brought direct from the conveyor system to hoppers located in the wharf-shed, where there are four high-speed automatic scales. Each scale has a capacity of better than 1,000 bushels an hour, while the sacking wharf itself has a transit storage capacity of 250,000 bushels of sacked grain. Steamers of any draft can come to this berth. This feature of the elevator plant is in many ways unusual, and will be still further improved by the installation of sack sewing machines which will permit grain to leave the wharf in machine-sewn bags.

Grain elevator marine legs are in use at many ports, but New Orleans is the only port on the Gulf of Mexico that has such equipment, and, in this case, the marine leg is unusual because it had to be designed to accommodate a rise and fall of approximately 22 feet in the river stages and, still further, had to be designed to handle grain out of a great variety of craft, ranging from the lowest river barges to the largest steamships which enter the port. It will be generally conceded that this feature is unique.

These requirements were met at the public elevator by a special design of belt-and-bucket con-



NEW ORLEANS PUBLIC ELEVATOR SHOWING MARINE LEG

veyor operating in an enclosed steel loft, which constitutes the leg proper, and which is suspended from a boom attached to a cross-head which can be raised or lowered or moved horizontally as river stages may require, and as may be required by the variable heights of vessels and locations of hatches.

After being elevated in the loft the grain is spouted by gravity to a system of conveyor belts and lofts which carry it a distance of 1,300 feet into the main elevator. The cost of this facility was approximately \$300,000. At the marine-leg wharf electric capstans are installed for the expeditious mooring and moving of non-propelled vessels. The dock board has another marine leg at the I. C. Stuyvesant Elevators, where similar large horizontal and vertical movement was attained by a design consisting of a traveling counter-balanced leg and boom. The change of design was by agreement with the railroad and the expense was substantially the same, with practically equivalent operating efficiency. In either case all operations are controlled by one man and this, of course, contributes to the economy of operation.

It is extremely doubtful if there is any export grain elevator facility elsewhere which has so large a frontage devoted exclusively to grain handling



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CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., APRIL 15, 1928

YOUR CHANCE TO CHECK BUREAUCRATIC IMPUDENCE

AT NO time in the history of the grain trade, has the very life of the independent grain trade been so bound up with the activities of the Grain Dealers National Association as it is now. It is the one and only efficient instrument at hand with which the independent grain trade can ward off further adverse legislation. The Washington sector is by far the most important division of the grain dealer's interests at present. It is not too late to give additional support to the organization defending your interests at the capital.

Disregarding for the moment the McNary-Haugen farm relief proposal, the Capper Bill in the Senate is, by itself, reason enough for special concern. Make your protests against this vicious proposal articulate by renewing your active connection with the organization above named which is leading the opposition. The Capper bill strikes directly at the core of the American system of orderly grain marketing, the grain futures contract.

LAKE GRAIN TRAFFIC

GRAIN fleets harbored along the ports of America's inland waterways, now are, for the most part, fully commissioned. All indications point to 1928 being a record year for lake and river grain movement.

More than 20,000,000 bushels await shipment in Duluth elevators. This will move through

lake channels but slowly, however, since well over 10,000,000 bushels still are in storage at Buffalo.

River grain boat and barge operators also are looking for an immense, though gradually distributed volume of this season's grain. The pendulum is swinging back.

The old river packets, once in good standing with grain traders, were rendered obsolete by granger railroad equipment, and a multiplicity of rail routes. Now engineers are deepening water channels and floating grain carriers of a size and economy of operation which fully match modern requirements.

MASTER FARMERS OR GRAIN TRADE MEDDLERS?

IT IS heresy these days, when co-operative marketing has become almost a state religion, to suggest that farm prosperity depends upon more intelligent crop production, rather than on the promotion of farmer-owned grain marketing mechanisms.

But consider the case of Roy Johnson, of Casselton, N. D., who recently has been given the degree of "Master Farmer" by nationally known judges who compared his record with the records of many other farmers.

Mr. Johnson is a dirt farmer. During the past 11 years, he has increased by 50 per cent the value of the farm which he inherited from his father. His success was due to systematic rotation of Sweet Clover and other crops. He increased yields materially by this plan, producing one year 300 bushels of potatoes on land which had been in Sweet Clover the year before. In addition he has developed a herd of grade and pure-bred shorthorn cattle. Last year his income from Clover seed alone was \$3,000.

Mr. Johnson specialized on production. He thought about marketing *before* he planted and produced crops which were not a drug on the market at harvest time. He preferred to be a master of farming rather than a combination of half master at farming and half meddler in marketing.

THE CO-OPERATIVE MOVEMENT AND THE FEED SIDELINE

THE Government seems determined to aid and abet co-operative grain companies at the expense of the private grain trade. Various co-op subsidies started previously are being or have been continued by the present Congress, largely through the Department of Agriculture appropriation. Lest we be misunderstood, we repeat here that the grain co-operatives have our approval and respect—so long as they stand on their own feet, and do not develop a holier-than-thou attitude simply because farmers are included among stockholders. But we do not subscribe to the principle that by some manner of Divine right, farmer grain firms are entitled to continual monetary nourishment and constant back slapping by Federal authorities whose duties include that of being impartial.

There is one activity of the independent

elevator owner, though, off of which the Government, so far, has kept its heavy hand. The Department of Agriculture is not yet financing the purchase of feed mills for co-operative elevators. This is probably an oversight, but let us enjoy the circumstance while it lasts.

The co-operative movement, through special favor accorded by the Government, may usurp more and more of country shipping and terminal marketing trade. It cannot, at present, steal away the lucrative feed sideline business from the independents. Feed grinding and retailing are saving the day for co-operatives and independents alike in this era of puzzling three-cornered competition among the independents, co-ops, and the Government.

PRESIDENT COOLIDGE DOES NOT CHOOSE TO SIGN

THE Senate has passed the McNary-Haugen Bill by a majority which, if repeated, might render the predicted Coolidge veto null and void. The veto of the president, however, will have the effect of reducing the number of "ayes", and in spite of the ominous aspect of the whole farm relief situation at present, it is doubtful if enough votes can be mustered both in the House and Senate, to over-ride Mr. Coolidge's do-not-choose-to-sign attitude.

We expressed a similar sentiment last year when the McNary-Haugen scheme hung by a hair over the heads of the grain trade and the Federal Treasury. Many of our friends thought we were misguided, optimistic, or whistling for courage as we passed the Capitol. The same accusations, no doubt, will be directed against us this year. The above is our story, though, and we are going to stick to it.

The most rabid farm reliever cannot deny that President Coolidge is strongly desirous that legislation be enacted at this session of Congress that will be helpful to farmers. They must admit that he is a solid, stand-pat, right-wing Republican if there ever was one. He realizes the vote-pulling value to his party of a deep bow to the farm gentry just at this particular time, just two months before the general election campaign begins.

Yet in spite of this consideration which the President's Yankee intellect has doubtless grasped to the full, Mr. Coolidge definitely declared last week that he still considered the equalization fee obnoxious, and cause for vetoing. The unsound business principles in this bill weigh more heavily with him than the vote-getting possibilities. In an election year such an attitude has double significance.

Baseball score announcements soon will be competing against market quotation broadcasting for the attention of the elevator radio audience.

One hundred and seven radio stations now are broadcasting farm market reports of the Government. There is one service anyway, in which co-ops and independents share equally.

EDITORIAL
MENTION

The lightning season is on. Is your rodding?

From the way wheat prices soared last week, one would think war had been declared—on market bears at least.

By installing a feed grinding service, the average elevator can make up in feed revenue what it loses in a slack grain season.

High prices are contagious. Yet corn, for some reason, seems immune from catching the fever which wheat quotations show.

Paper profits pay no bills. The independents cannot meet co-op competition by establishing an open-door credit policy for all comers.

We do not think of Alabama as a grain state. Be that as it may, the Cotton State shipped grain and grain products with a value of \$371,651 in a recent three months.

Wheat, valued at \$13,714,982, ranked first in value among commodities exported from Minnesota to foreign markets in a recent quarter year. Rye and barley helped shove wheat flour into sixth place.

After the Federal bulk grain handling missionaries convert the Pacific Coast grain trade away from faith in the sack, they might be sent to Spain. The number of elevators in the country is approximately zero.

The Hoch-Smith grain rail rate investigation closed in Chicago last month after a long drawn out season which began last November. Time will tell which of the grain associations got their money's worth out of hearing expense.

One of the largest English companies handling American wheat has asked a St. Paul firm for quotations on grain shipped via New Orleans. This is the preface to the new export trade which is bound to develop in a dozen river ports.

Last year almost 100,000,000 bushels of United States wheat were exported through Montreal, as against 40,000,000 of U. S. wheat for all our eastern ports combined. If this wheat grown on our soil had passed through elevators along our seaboard, we would have had an additional revenue of \$1,000,000, figuring on the usual terminal charge of one cent per bushel.

The price of grain comes in for a greater share of discussion than the cost of producing it. The Federal Department of Agriculture, therefore, makes a welcome contribution with its new data on the time required in the production of various crops. A day's work is counted as 10 hours for a man or horse, and on this basis it is computed that an acre of Timothy, Alfalfa, or Clover hay requires a day's work

by a man and a horse for each cutting. Oats, wheat, barley, rye, buckwheat, and millet demand two man-days and three horse-days per acre.

Wheat which has known neither the supposedly essential rays of the sun nor the touch of the earth has been grown to maturity at an experiment station in Berkeley, Calif. This is a strange experiment to be carried on in the much advertised golden sunshine state.

United States Chamber of Commerce figures show corn production costs ranging from 49 cents per bushel in Indiana to \$1.95 per bushel in Texas. The efficient farmer, the comparisons indicate, will reap a profit where the inefficient, in spite of all that the co-ops can do for him, will reap a loss.

The average loss of a friction-started elevator fire last year is given as over \$1,000 by one insurance company. Lightning fires averaged over \$3,000 per fire. Carelessness in controlling preventable hazards such as these, is one of the chief reasons why insurance rates cannot be reduced to lower levels.

A Federal agent says that damage to wheat from heating when cut by combine is no greater, if as great, as with former methods. If the grain is cut too green or damp and placed in storage without provisions for artificial ventilation or drying, the wheat will heat, discolor and even spoil, the same as wheat has often done when threshed too wet or green with a stationary thresher and handled in the same manner. That such damage was by no means uncommon with the older methods is evidenced in Technical Bulletin No. 6, issued by the United States Department of Agriculture, based on studies made previous to the use of the combine over such a large area and in such large numbers as at present. This bulletin states: "Heat-damaged wheat is one of the most important types of damaged wheat found on the market."

Synthetic wheat, when developed, will make white elephants of all elevators, if we are credulous enough to take seriously a prophecy carried in George Broomhall's Liverpool paper. As we get the picture drawn by James Scott, Broomhall contributor, every mill will have its synthetic grain department upon, say the fifth floor. Thus will the old system of planting, sowing, harvesting, threshing, shipping and storing be done away with in the same fell swoop which is to clear away crop reports, stocks-of-wheat-statistics, and future trading. Dreams Mr. Scott: "I picture in my mind in the future, when huge vessels, filled with easily made carbonaceous gases are incessantly played upon by invisible rays—just as our wireless sets are affected through invisible etheric waves—in such an inscrutable manner that condensations of specific elements are absorbed by drops of water, falling in myriads, through suitable sieves or pores, into the apparatus. As they roll down the sloping floor they slide through automatic traps and emerge into ordinary air as—synthetic wheat.

No pests, either insects or fungoid will have interfered with its formation—it will be ready for the miller's rolls just the same as naturally grown wheat now is!" If synthesists go to all this trouble and then produce wheat instead of flour they will show a great lack of shrewdness, but also, we admit, a laudable consideration for vested milling interests.

After four years of experimenting, with many preparations for the control of oats smut, two dusts have at last been formulated by plant pathologists of the Ohio Experiment Station, that appear to satisfy all requirements. They are cheap, effective, easy to apply, and have given no indication of injuring the germination of the grain. The active fungicides in the new dusts are formaldehyde and iodine. For many years formaldehyde has been recommended as a liquid form of treatment for the control of oats smut, while iodine has been little known in plant disease control, yet it has been extensively used as an antiseptic in medicine. Both of them act as gases at ordinary temperatures. The heavy losses due to oats smut last year in Ohio indicate that a very large part of the seed for this year will be diseased and unfit for planting without treatment, and Ohio elevator owners should help spread the news of this preparation.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

of AMERICAN ELEVATOR AND GRAIN TRADE, published monthly at Chicago, Ill., for April 1, 1928.

State of Illinois) ss.
County of Cook }

Before me, a notary public in and for the State and county aforesaid, personally appeared A. J. Mitchell, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the AMERICAN ELEVATOR AND GRAIN TRADE and that the following is to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Mitchell Brothers Publishing Co., 431 South Dearborn St., Chicago, Ill.

Editor, Richard Pride, 3525 North Racine Ave., Chicago, Ill.

Managing Editor, Richard Pride, 3525 North Racine Ave., Chicago, Ill.

Business Manager, A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

A. H. Mitchell, 4818 Dorchester Ave., Chicago, Ill.

John W. Mitchell, Washington, D. C.

M. B. Mitchell, Ottawa, Ill.

Estate of John E. Bacon, Sheridan Trust & Savings Bank, Admr., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholders or security holders appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is: (This information is required from daily publications only.)

A. J. MITCHELL,
Business Manager.

Sworn to and subscribed before me this 23rd day of March, 1928.

(SEAL)
(My notarial commission expires May 8, 1928)

W. F. WARRICK,

M. D. BENZAQUIN
Boston

NEWS OF THE TERMINAL MARKETS

E. E. McCONNELL
Buffalo

BOSTON ADDS STOCKS TO GRAIN ACTIVITIES

On April 2, the Boston Grain and Flour Exchange and the Boston Curb Exchange were united and the opening day was celebrated with a luncheon in the reading room of the Exchange.

A material increase in the activities of the Exchange is bound to result. In the first place the membership was augmented by about 30 new traders who have hitherto confined their trading to curb securities. To take care of the new lines traded in on the Exchange about 200 additional wires were brought into the building and many new telephone booths were installed.

The negotiations leading to this joining of forces extended over a considerable period, and it is believed that every question liable to arise has been anticipated and that perfect harmony and an increased business for all departments will result.

NEW OFFICERS AT DENVER

The election on the Denver Grain Exchange was held recently with the following results: President, H. E. Kelly, Greeley; first vice-president, O. M. Kellogg, Denver; second vice-president, George T. Russell, Longmont; treasurer, R. C. Johnson, Denver; secretary, H. G. Mundhenk, Denver. The Board of Directors is: H. E. Kelley, N. A. Anderson, J. W. Conley, P. Crowe, George B. Irwin, R. C. Johnson, O. M. Kellogg, T. H. Kelly, R. P. Quest, G. T. Russell, C. B. Seldomridge, H. L. Wierman and H. D. Williams.

Mr. Kelly is manager of the Model Flour Mills of Greeley. He has been a director of the Exchange for a number of years.

CEREAL OATS UNDER BAN

There seems to be very general satisfaction in the recent action of the Chicago Board of Trade in urging the United States Department of Agriculture to raise its oats standards so as to prevent delivery of so-called cereal oats. Because of the Government standards the exchange has been compelled to permit delivery of these small-berried "pin" oats.

Scores of witnesses were heard by a special committee of the exchange. This committee then reported to the directors that delivery of cereal oats was detrimental to farmers, eastern users and the grain trade in general.

It recommended revision of Federal standards "so oats containing over 40 per cent of the variety described, shall not be graded higher than No. 4 White oats."

At the same time the committee recommended more strict interpretation of grading rules on weathered or ground oats. On the 1926 crop the Department of Agriculture's interpretation is declared to have been too liberal, and brought on difficulties.

"This liberal grading proved harmful by creation of low quality contract grades in public elevators for delivery purpose, and which the investing public later found could not be disposed of to advantage," the committee reported.

The committee likewise favors making the discount on No. 3 White oats 1½ cent instead of the present 3-cent discount, in order not to penalize the oat raiser.

A committee, consisting of Lowell Hoit, John E. Brennan, E. T. Bascom and W. J. Farrell, will endeavor to bring about this action. It will likewise

urge revision upward of the Department of Agriculture oats standards in time for the 1928 crop.

NEW SECRETARY OF CHICAGO BOARD

In selecting Fred H. Clutton as secretary to succeed James C. Fones who recently resigned, the Chicago Board of Trade has made a material increase in the executive ability, the energy and progressiveness of its official staff. Mr. Clutton is not a grain man, nor is it required that the secretary should be, but he is extremely well equipped with the experience and ability which go to make a successful executive.

For nine years as secretary of Butler Bros., one of the largest wholesale mail order concerns in the country, Mr. Clutton gained a valuable experience in just the kind of work he will be called upon to perform for the Board of Trade. In addition he is



FRED H. CLUTTON

Photo by the Walinger Company.

widely known in business circles, is a former president of the Northwestern University Club of Chicago, and has been a director of the Northwestern University Alumni Association of Chicago. He will take up his new duties on April 16, and will then become a member of the exchange.

GALVESTON GRAIN MOVEMENT LARGE

By W. D. HORNADAY

During the month of March grain loadings at Galveston, Texas, totaled 1,012,196 bushels, according to the grain inspection bureau of the Galveston Cotton Exchange and Board of Trade. The movement of corn aggregated 720,625 bushels. Other grains loaded out during the past month included: Wheat, 148,018 bushels; barley, 35,559.38 bushels; rye, 17,142 bushels; and kafir, 90,842.48 bushels.

Corn exports, which began in volume about in December, now amount to approximately 2,750,000 bushels. This mark is higher than any reached during a single season in about 10 years. Through February, corn exports for the Port of New Orleans, which previously has handled nearly all of this commodity, totaled 2,271,400 bushels.

Exports of wheat for the season since July 1 from Galveston now amount to more than 11,500,000 bushels, while shipments from New Orleans are about 7,750,000 bushels. These figures are far more than from any other Gulf port. Exports of wheat for the past two or three months have been slack,

but with June and July the heavy rush of new season's shipments will begin, the report said. The Gulf is again entering the full cargo grain chartering market as an important factor and at least two fixtures have been made. The charter market indicates that some grain will begin moving in April, although it may go from any of the various Gulf ports.

NEW BLOOD IN CANADIAN FIRM

G. A. Beaulieu of Montreal, Canada, announces that a partnership has been formed by himself and B. J. Bolan, who has been actively connected with the grain trade for the past 14 years, most of that time in Portland, Maine.

Mr. Bolan for a number of years was chief grain inspector at Portland, and later represented the interests of grain exporters shipping grain through Portland. He is, therefore, well known to grain merchants and exporters throughout Canada and the United States.

Mr. Beaulieu, who stands high among Canadian brokers, and who for many years has operated through Montreal, Quebec, St. John and Portland, will be the senior partner in the firm, which should make many new friends as well as being in a position to better serve old customers.

The new firm will be known as Beaulieu & Bolan, and will be located at Rooms 201-236 and 237 Board of Trade Building, Montreal, and will continue in a general grain and freight brokerage business.

VOLUME OF GRAIN FUTURE TRADING IN MARCH

The volume of grain future trading on the Chicago Board of Trade picked up considerably during March as compared with February, and was even better than a year ago, the three figures being respectively, 1,575,511,000 bushels, 1,119,566,000 bushels, and 1,313,746,000 bushels. The March total of this year was divided among the various grains as follows, for the purpose of comparison the February figures for each grain being given in parentheses: Wheat, 773,908,000 bushels (407,218,000); corn, 675,642,000 bushels (649,031,000); oats, 96,349,000 bushels (44,675,000); rye, 29,612,000 bushels (18,642,000).

The average open contracts in futures at Chicago in March, "short" side of contract only, there being an equal volume on the "long" side, were: Wheat, 88,281,000 bushels, compared with 86,896,000 a year ago and 86,679,000 in February; corn, 98,849,000 bushels, as against 84,959,000 last year and 98,133,000 in February; oats, 33,671,000 bushels, compared with 48,396,000 a year ago and 37,221,000 in February; rye, 8,355,000 bushels, as against 15,099,000 last year and 9,580,000 in February. The total average open trades in March were 229,156,000 bushels for all grains.

NEW ORLEANS SHIPMENTS

The New Orleans Public Grain Elevator shipped 1,420,288 bushels of grain during March, as compared with 722,932 bushels in March, 1927. Of this movement, 1,311,504 bushels were in bulk and 108,784 passed through the sacking plant. March receipts at the elevator were 839,494 bushels, of which 217,530 were by rail and 621,964 by barges. On hand at the close of business for the month were 621,274 bushels. Among the grain exports of the month corn was leader, shipments being 844,737 bushels of corn, 353,390 of wheat, 13,661 of oats, and 208,500

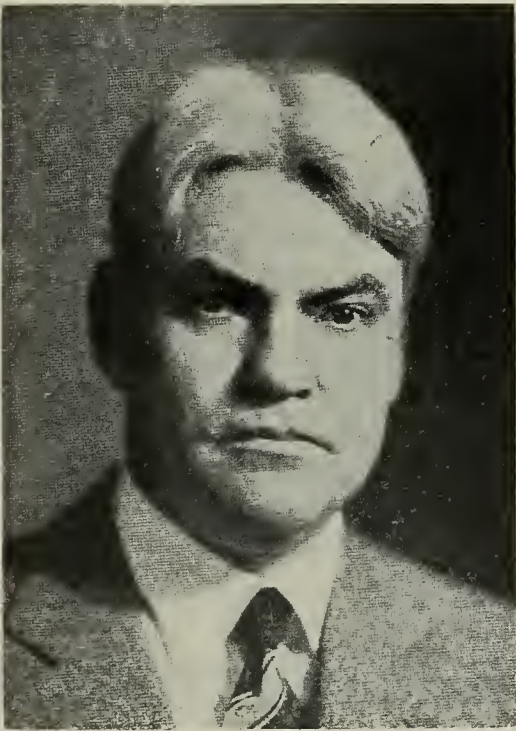
of rye. Receipts were in approximately the same proportion.

The marine leg at the public grain elevator has a maximum unloading capacity of 15,000 to 18,000 bushels an hour, and an average working record on barges approximating 7,500 bushels an hour. Since it was installed in October, 1918, this leg has handled nearly 60,000,000 bushels of barge grain, in addition to several million bushels of import Argentine corn arriving in ocean steamers. The record year was 1925, when the leg handled 11,000,000 bushels of grain of which 9,500,000 bushels consisted of wheat.

ELECTION ON MILWAUKEE CHAMBER OF COMMERCE

A. L. Johnstone, elected president of the Milwaukee Chamber of Commerce at the April vote contest, was born in Chicago, but practically all of his business life has been spent in the grain trade of Milwaukee.

His first experience in the grain business was with the old Milwaukee Elevator Company, a branch of the Armour Grain Company. After several years with that concern, during which time he became a member of the Milwaukee Chamber of



A. L. JOHNSTONE

Commerce in 1904, he went into business for himself under the name of A. L. Johnstone. After a year or two as an independent, he formed a partnership with A. R. Templeton to do a grain commission business as Johnstone & Templeton. This was later incorporated as the Johnstone-Templeton Company and he has continued to do business under that name ever since.

Mr. Johnstone's official connection with the Chamber of Commerce began in 1915 when he was appointed to the Cash Grain Committee. He has held positions on many of the important committees of the Chamber since then, serving on the Membership Committee for five years, a member of the Arbitration Board for four years and on the Board of Appeals for two years. He was elected a director of the Chamber in 1923 and served one three-year term, after which he became second vice-president for one year and first vice-president for one year, his term expiring on April 2 when he was elected to the presidency without any opposition. He was inducted into office by former President W. A. Hottensen.

The principal officers of the Chamber of Commerce, as recently elected, are as follows: President, A. L. Johnstone; first vice-president, A. L. Flanagan; second vice-president, E. La Budde; secretary-treasurer, Harry A. Plumb; directors elected at the meeting were P. P. Donahue, A. L. Jacobs and Josef Mueller.

The Board of Arbitration chosen for the regular term is made up of William Eiteneier, Carl A. Houlton, and Frank J. Phelan. Roy I. Campbell

was chosen to serve an unexpired term on the Board of Arbitration.

The Board of Appeals is composed of Thomas M. Corcoran and S. G. Courteen.

CHICAGO FIRM STARTS ACTION AGAINST GRAIN FUTURES SUPERVISOR

Bartlett Frazier Co., of Chicago, backed by many members of the Chicago Board of Trade, has issued a bill of complaint, asking the United States district court in Chicago to restrain W. M. Jardine, Secretary of Agriculture, L. A. Fitz, grain exchange superintendent, the Chicago Board of Trade and George E. Q. Johnson, district attorney, from compelling them to make reports required under Section No. 2 and No. 3 of the Grain Futures Act.

These sections, together with amendments since the law was enacted in 1922, provide that each contract market shall cause to be made by its clearing members, reports to the Grain Futures Administration giving the net position of the member and his customers during various periods. Last November, the final amendment was made, providing that any open account of 200,000 bushels of grain on either side of the market, should be reported, the minimum previously having been 500,000 bushels. This low figure began to make the operations of even ordinarily important traders open to Government scrutiny and the Board of Trade has been up in arms over this prying into their affairs.

It is the contention of the plaintiffs that compliance with the provisions of the Grain Futures Act imposes upon them an unwarranted burden of expense, deprives them of the privacy needed to safeguard their business and the interest of their customers.

They pray that a writ of subpoena be issued direct to W. M. Jardine, L. A. Fitz, the Board of Trade and District Attorney Johnson commanding them to appear before the court on a certain day appointed and answer the petition.

Precedence to the action is found in several cases in which the Interstate Commerce Commission was stopped by the courts from prying into the private affairs of companies that were not under suspicion.

80 YEARS OLD

On April 9, the Chicago Board of Trade celebrated its eightieth birthday, under the auspices of the "veterans of three wars" headed by the Board of Trade Post of the American Legion. A parade of Spanish war veterans and the Legion Post, led by the band from the Great Lakes Naval Station, closed the ceremonies which were opened in the Board of Trade, the largest commodity exchange in the world.

Speakers at the meeting, held on the spacious trading floor of the exchange with its vaulted ceiling and stained glass windows, traced the history of the grain market from its creation by leading Chicago merchants one foggy morning back in 1848.

American Legion officers sketched the activities of the great Chicago exchange during the civil, Spanish American, and world wars, and praised the work still being done by the Board of Trade Post of the Legion.

It was the Civil War, speakers declared, that brought about futures trading, which for years made the exchange the pivotal point in political controversies. The armies had to be sure of bread. The quartermaster desired to place huge orders for the future. There was no agency to accept such orders. Finally one man assumed the heavy risk of a government order; he then scattered this among many men who agreed to deliver to him at certain future dates specific amounts of grain. Such were the first future contracts. And so economic did the plan prove that it grew and grew, finally becoming an integral part of commerce.

Today, in the broad liquid futures market foreign nations anticipate their bread needs months in advance; farmers may sell their grain at any hour of any business day at prices based on supply and demand.

Of the physical grain handled at this hub of

world grain trade, speakers said in the last 65 years, for which records are available, nearly 13,000,000,000 bushels had been received and 10,000,000,000 bushels shipped out of Chicago. Four hundred million bushels of physical grain is now handled annually, in addition to the immense futures market which stabilizes prices and permits the farmer to market his grain at a very low toll—lower than exists in any other staple foodstuff.

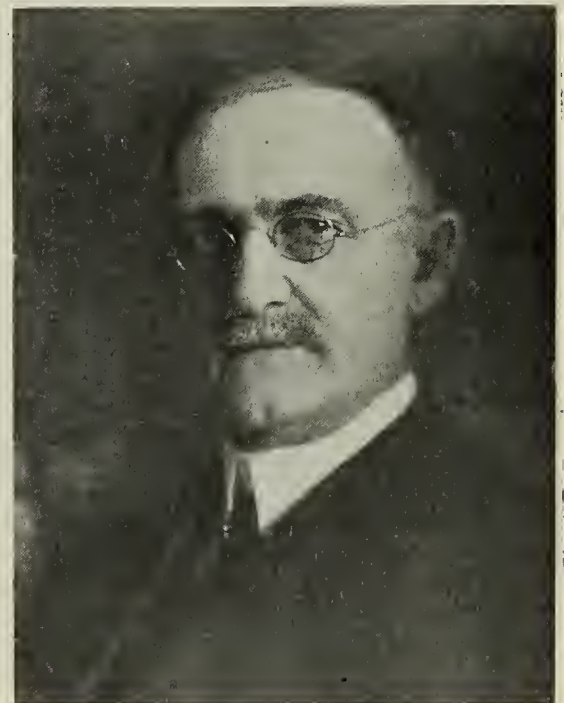
Legion officers declared that of the hundreds of men who left the exchange for military service in the world war, all were given their old jobs back at as good or better salaries, and that thousands of other ex-service men have been taken care of in Illinois by reason of the Legion's efforts.

A recent survey, it was stated, shows that today there are well over 2,000 ex-service men in hospitals in Illinois alone, most of them located near Chicago, many of whom are being aided by the Board of Trade Post.

This was the last birthday celebration to be held in the present Board of Trade Building, for it will be demolished in the fall to make way for the new 43-story building to be erected on the same site and to be completed in 1930.

PIONEER TOLEDO GRAIN MAN DIES

On March 23 occurred the death of one of the pioneer members of the Toledo Produce Exchange. Henry W. De Vore held the distinction of being one of the only two honorary members ever elected by that exchange, the other one having been Ezra



THE LATE HENRY W. DE VORE

Southworth, late of Southworth & Co. The honor was bestowed on them a few years ago.

At the time of his death, Henry W. De Vore was the oldest living member of the Toledo Produce Exchange, although he had not been actively engaged in the grain trade during the last 14 years. His son, Harry R. De Vore, who is familiar to all Toledo grain men and those who have attended national conventions with some degree of regularity, has been carrying on the business successfully ever since the retirement of his father. Harry De Vore was associated with his father for the past 30 years in H. W. De Vore & Co. In the last year, Robert T. De Vore, son of Harry, has also been a familiar figure in Toledo grain circles.

Henry W. De Vore was born September 3, 1851 at Springfield, Erie County, Pa. The family moved to Shiawassee County in Michigan, when he was a young boy, and they lived there on a farm, at which time he attended the country schools. Later, he taught country school from the age of 19 to 21. In 1872, he went to Toledo, Ohio, and sailed for one season on a schooner belonging to his uncle, Henry D. Walbridge.

The following year Mr. De Vore went into Mr. Walbridge's grain office as bookkeeper. He eventually became H. D. Walbridge's head man, and later—in 1887—succeeded to his business. He changed the name of the firm to H. W. De Vore & Co. He

was a member of the Toledo Produce Exchange for 52 years, during which time he served as a director a goodly number of terms, and also on various committees of the exchange. His death last month marked the passing of a very popular member of the trade, and one who represented a rapidly vanishing generation of pioneer grain merchants of the Middle West.

TOLEDO DEALERS POSE FOR THE CAMERA

On March 27 a photographer wandered into the trading room of the Toledo Produce Exchange and the members obligingly grouped themselves in a circle and got shot. No. I don't mean what you mean. What I tried to convey was that they had their pictures taken, and here they are.

Southworth & Co. reproduced the picture in their *Weekly Market Review*, and kindly sent the photograph to us so that it could appear here. Toledo dealers get around and are well known in the trade. No doubt you can identify many in the picture. The following men appear in it: F. O. Pad-dock; C. S. Coup; J. D. Hurlbut; W. E. Stone; A. Gassaway, Secretary; H. Wallace Applegate; Harry R. DeVore; C. E. Patterson; E. F. Quidort; W. A. Boardman; I. J. Brundige; Harold Anderson; Fred Wickenhiser; D. L. Norby; M. W. Murphy; Harry

price is high, as quite a little of the old Canadian wheat is not of very good quality and they will undoubtedly have to use some of our wheat to bring up the quality, regardless of the price.

Movement of corn the past month has not been burdensome and industries have been taking about all that has arrived. We look for a good demand to continue here on all the corn that shows 30 per cent damaged or less. Corn showing over 30 per cent damaged has been, and no doubt will continue to be, slow sale in all markets. Corn futures seem to have a hard time holding their own, and we believe that this condition will continue, as the market has been continually over-bullied since last fall.

Receipts of oats have been rather light and the country stocks and also the visible supply are being reduced right along. We look for oats prices to continue to do better. Prices in this market have held well in line with all other markets and there continues to be a good demand. While some of the growing crop of oats is coming along very nicely we hear quite a few complaints from the country generally on oats that were in the germinating stage when we had weather around 24 degrees above last week. No doubt some of these oats will have to be replanted, but as the season is still early, this does not look as though it will be a

had a good demand for all kinds of oats and receipts of oats are getting so light that they will be by no means burdensome.—*Cleveland Grain & Milling Company, market letter of April 12.*

RECEIPTS FALLING OFF AT BUFFALO

Receipts of country grain have fallen off to very small proportions. The bulk of present arrivals are coming from western terminal markets. The demand for both corn and oats continues very good and elevator stocks are moving daily. Lake navigation is not expected to open until May 1, at least, and by that time the stocks of grain in store in this market will be reduced to the lowest quantity in a number of years.

With all reports indicating that supplies of grain in the country tributary to this market are also the lowest in several years, every indication points to a continued good demand for all arrivals in this market for some time to come. If the consumption of grain and feed stuffs in the East continues during the next few months in proportion to the demand which has existed during the winter, there will no doubt be a real scarcity of both corn and oats before any new crops of these grains are raised.

Local stocks of wheat are practically all sold and are moving out of elevators rapidly. The recent sharp advance in prices has cut down the demand temporarily, but millers are expected to be heavy buyers from lake ports at opening of navigation.—*J. G. McKillen, Inc., Buffalo, N. Y., market letter of April 12.*

DULUTH MARKET ACTIVE

The cash demand has been extremely brisk in our market for all grades of Spring and Durum wheats, good premiums being paid for the better quality.

A good demand also exists for flax, rye and barley.

Navigation will be open very shortly at which time a large volume of our grain will move to the lower lake ports.—*White Grain Company, Duluth, Minn., letter of April 12.*

C. M. HARRINGTON DIES

On March 27, C. M. Harrington, president of the Van Dusen Harrington Company of Minneapolis, Minn., died at Pasadena, Calif., where he had gone for a rest. Mr. Harrington had just participated in the reorganization of the Van Dusen Harrington Company, as Van Dusen-Harrington, Inc. He was evidently in the best of health, but was stricken with apoplexy from which he failed to rally.

Mr. Harrington had been active in the grain business for more than 40 years. At Rochester, Minn., he became acquainted with G. W. Van Dusen, then engaged in the grain business. In 1872 he returned to Rochester to work for Mr. Van Dusen and in 1883 moved to Minneapolis to take charge of G. W. Van Dusen & Co.'s office there. In 1889, he and Mr. Van Dusen organized the Van Dusen Harrington Company. He had been president of the Minneapolis Chamber of Commerce and at the time of his death was chairman of the Nominating Committee of that organization.

His wife died about eight years ago. Surviving him is his daughter, Mrs. Walter G. Hudson of Minneapolis.

CORN MOVEMENT MODERATE AT DECATUR

Not much new to report regarding our wheat crop further than that most experts have by now come around to our way of thinking regarding the very poor prospects in Ohio, Indiana, and Illinois. Illinois continues to be favored with plenty of seasonable moisture, in fact there were only about two days the past week when soil was generally dry enough for the plow. Field work is well along for this time of year and should weather permit, we would expect to see corn planting commence this year in April rather than in May as usual. A good deal of cold blustering weather prevails here, thermometer as low as 28 this morning. If those German flyers had encountered gales as heavy as



HOW MANY OF THESE TOLEDO PRODUCE EXCHANGE DEALERS DO YOU KNOW?

Haskell; Joe Streicher; Kent Keilholtz; Frank Bowes; Ashton Stone; Casper Siek; H. Sitzenstock; R. S. Burge; C. O. Wessendorf; Fred Jaeger; John W. Luscombe; Charles R. Keilholtz; Paul Barnes; Herman Nesper; H. O. Barnhouse; George Beeley; L. J. Schuster; George Woodman; Elmer Nelson; R. J. Wendt; Robert DeVore; Herman Phillips; J. T. Mattimore; Joe Riley; J. J. Lovett; Robert Himes; W. W. Cummings; Ray Wick; Art Mylander; Wilfred Keilholtz; W. W. Walker; Will Savage; W. A. Snyder; Henry C. Ostrander; Henry Blankemier; S. S. Klotz; Carl Pauken; Al. Schultz; Orris Brown; Guy Mayberry.

PEORIA MOVEMENTS CONTINUE LIGHT

Movement of wheat from this territory has been rather light and as we said before, we do not believe there is much left. Wheat prices have advanced considerably within the last month and we look for the market to do still better. The growing Winter wheat, that which was planted early last fall, is coming along very nicely, but the wheat that was planted late is in very poor condition, showing very little life. Quite a few farmers are drilling oats in with this wheat. We look for a medium sized crop of Winter wheat. Quite a little Spring wheat is being planted this year and that seems to be coming along very nicely. We look for new crop futures to do better and believe that foreigners will have to buy our new wheat even if the

handicap to the production. As oats have almost become as staple an article of feed in the country as corn is, even if we get a fairly large crop, we do not believe they will become burdensome, as the movement to the market no doubt will not be very heavy. We look for the new crop futures to hold up well. — *Mueller Grain Company, Peoria, Ill., market letter of April 12.*

CORN AND WHEAT RECEIPTS LIGHT

Receipts of corn in this market are getting rather light. It is rather a forced movement as a fairly large per cent of our corn receipts is corn that has gotten out of condition, either in the country elevator or in the farmer's cribs as it is arriving musty and heating. This type of corn, unless it is too badly damaged, however, is selling well in relation to the better corn as it is a type of corn that can be put in fairly good condition by prompt elevator handling. There is a good demand for all kinds of corn.

Wheat receipts continue very light. Only an occasional car arriving in our market is offered for sale. Soft Red Winter wheat is bringing the highest premium that has been paid for this type of wheat so far on this crop if it is Soft Red Winter wheat of good milling quality.

Oats receipts have been running fairly heavy but dropped off some the last few days. Oats are selling mighty well in relation to the option. We have

shake our windows today they would never have seen this side of the Atlantic.

A moderate amount of corn was loaded into box cars recently, while the farmers had a breathing spell between oats and corn seeding. More of this corn was of 1925 and 1926 crop than we have seen at most any time the past season. Guess they are cleaning house down on the farm. Corn growers like present prices pretty well, but their slogan now is—"A dollar a bushel."

During the last 10 days the soil has been frozen around two inches down and much anxiety has been expressed regarding the large oats acreage, some which had little chance to develop root growth before the first freeze after planting. Even now many fields show a pale color and seem to have a hard time making a good stand, but we are again reminded that the oats plant usually will stand a good deal of rough weather without hurt and the general impression prevails here that in case weather should show up favorable in the next few days that no serious results to the crop are now anticipated.—*H. I. Baldwin & Co., Decatur, Ill., market letter of April 14.*

BULLISH REPORTS

The Government crop report issued on April 10 as of April, condition was extremely bullish. The private reports of the preceding week had prepared the trade for the pessimistic outlook as seen by the Department of Agriculture. The Department's figures for the condition of Winter wheat was 68.8, as against 73.7 as estimated by Nat. C. Murray of Clement, Curtis & Co., and 76.2 by R. O. Cromwell of Lamson Bros. & Co. But the private reports were of condition of live wheat after abandoned acreage had been deducted, while the Government report was of condition of acreage planted allowing for normal abandonment. Of course winter killing was above normal this year so the reports are not so far apart as appears in the actual percentage figures.

The Department's report on rye was for a condition of 79.3, as against 82.7 of Murray and no estimate by Cromwell. The rye estimate is the lowest in the 49 years that estimates have been made, and indicates a crop of 42,000,000 bushels. The wheat estimate is around 520,000,000 bushels, although Murray predicted nearly 25,000,000 more.

CHANGES IN MEMBERSHIP

Chicago.—The following members of the Board of Trade have been transferred: Est. John A. Orb, Henry Perbix, Pierre du Vignaud, Wm. L. Heptig, Jr., and Estate Paul Brown. The new members of the Board are Charles H. P. Yallalee, Richard E. Boesel, Saml. C. Dobbs, Jr., Arthur S. Brown and Walter C. Haeussler. Reported by Assistant Secretary Walter S. Blowney.

Duluth.—R. F. Uhlmann has been granted a membership on the Board of Trade and Sidney Wick has withdrawn his. Reported by Secretary Charles F. MacDonald.

Minneapolis.—Frank P. Heffelfinger is a new member of the Chamber of Commerce.

St. Joseph.—Paul Priestley has been elected to membership on the Grain Exchange on transfer from membership formerly held by the Marshall Hall Grain Company. C. J. Gundelfinger is also a member on transfer from Thomas Southard.

PEORIA MARKET IS STEADY

There is not much to say about the grain situation at Peoria. The market has been moving along in about its usual shape. We have been getting a sufficient amount of corn to supply the local industries which are now using approximately 80,000 bushels daily. There are, of course, occasional setbacks but on the average our values have been able to draw the corn. The situation right now is a run of rather light receipts, giving us values that are above other competing markets. We see nothing but a good outlet for marketing corn at Peoria.

Oats have been moving here in a rather light way—hardly comparing with other markets but values have been fully as good as others for ship-

ments coming from Illinois territory. The Northwest and Western oats have not been so much wanted—although good oats from any section are doing well here. The little freeze recently has caused some anxiety as to the growing oats. There are some who claim a good deal of damage and others a little. We imagine that some oats must have been in about the proper stage of germination to be hurt by the freeze but up to this writing there is nothing definite as to what the damage may amount to.

There is nothing of consequence in wheat.

The weather is good for the farmers to proceed with their preparations for corn planting and we are rather expecting that after the first of May that the corn will go into the ground rather rapidly.—*P. B. & C. C. Miles, Peoria, Ill., market letter of April 12.*

TERMINAL NOTES

The offices of Otis & Co., are now located at 111 W. Adams Street, Chicago.

Milton M. Markus is now associated with the Faroll Bros. of Chicago, Ill.

New and larger quarters are now occupied in the Wells-Van Buren Building, Room 600, Chicago, by John E. Brennan & Co.

The Hogan-Gray, Inc., was recently incorporated at Los Angeles, Calif., to conduct a grain business. The members of the firm are old grain men.

J. L. Bowlus has been reappointed manager of the Transportation Department of the Milwaukee Chamber of Commerce for the current fiscal year.

The Waldo Grain Company has been incorporated at Kansas City, Mo., capitalized at \$25,000. F. F. Bushmeyer, 7216 Penn Street, is named as incorporator.

Henry C. Goebel of Jacksonville, Ill., who was registered on the Chicago Board of Trade for the Jacksonville Grain & Commission Company, is now registered for his personal account.

A flour and grain brokerage business has been opened at Nashville, Tenn., at 502 Exchange Building by W. B. Johnson. He was formerly in the same business at Longview, Texas.

Sidney T. Smith of Winnipeg, who was formerly registered on the Chicago Board of Trade for The Smith, Murphy Company, Ltd., is now registered as president of the Reliance Grain Company.

A petition has been filed with the court by the receiver for the H. Poehler Company, grain dealers of Minneapolis, Minn., for authority to dispose of certain claims and sell what property is left.

James A. Richardson, a grain man and head of the firm of James A. Richardson & Sons, Ltd., Winnipeg, Man., has been elected to the Board of Directors of the International Nickel Company.

At the recent election at Seattle, Wash., the issue of \$1,000,000 port bonds to provide storage facilities for 10,000,000 bushels Montana wheat lost to Seattle last year because of inadequate storage, was carried four to one.

T. C. Dunn is now in full management of the Hastings, Neb., office of Goffe & Carkener following the resignation of R. T. Browne. Mr. Dunn was formerly manager of the futures department of the company's Hastings office.

An Export Committee was recently organized on the Oklahoma City Chamber of Commerce and A. Fuentes of the Acme Milling Company and A. J. Zubieta of the Oklahoma City Mill & Elevator Company were appointed to serve on it.

F. M. Corbin has resigned from B. C. Christopher & Co., Kansas City, Mo. He had for years been in charge of the grain sorghum department of the firm. He will continue in the kafir, milo and coarse grain business on his own account. Mr. Corbin sold his membership on the Board of Trade last year, but may rejoin the exchange.

The Exchange Commission Company has been organized at Fort Worth, Texas, with offices at 413 Neil P. Anderson Building, to conduct a general commission and brokerage business. W. O. Brackett, dresen.

until recently with the Fort Worth Elevators Company, will manage the new firm. Gaylord J. Stone, president of the Universal Mills, Fort Worth, manufacturers of mixed feeds, is president. The company will act as buyers for the Universal Mills.

F. W. Brode has been made an honorary life member of the Memphis (Tenn.) Merchants Exchange. He was dean of the cottonseed products trade and one of the charter members of the exchange, which was organized in 1883.

Louis W. DePass has been made general secretary of the Grain and Flour Exchange, Boston, Mass., of which he was secretary, following the affiliation of the curb exchange with the grain exchange. Peter Mullin is now first assistant secretary.

John H. Lee has gone in to business for himself in the Grain & Flour Exchange, Boston, Mass., as a grain broker. He was formerly with Horace Cook & Co., grain brokers and receivers, and severed his connections with that company to go into business for himself.

W. C. McCoy has left the W. D. Orthwein Grain Company of St. Louis, Mo., with which company he has been associated for a number of years as manager of the wheat department, and after May 1 is to be with the J. F. Imbs Milling Company of St. Louis, Mo., and Belleville, Ill.

John J. Schulte is now with the Picker & Beardsley Commission Company of St. Louis, Mo., in charge of the hay department. He is a member of the St. Louis Merchants Exchange and for years conducted a business as George J. Schulte & Co., which was organized by his father.

The Van Dusen-Harrington, Inc., has been incorporated at Minneapolis, Minn., with F. C. Van Dusen president, as a holding company for the Van Dusen Harrington Company's interests. The latter company was formed in 1852 and has offices in Minneapolis and Duluth. Its elevator and warehouse properties include four terminal elevators with a storage capacity of 7,750,000 bushels and 163 country elevators. The company also owns the King Midas Mill Company which operates mills in Minneapolis and Hastings, Minn., with a combined capacity of 4,500 barrels daily. There will be no change in the personnel of the old company for the present, and the object of the new corporation is for refinancing only.

EX-INSPECTOR VICTIM OF MACHINE POLITICS

Charles J. Peters, Illinois state grain inspector until March 19, when he was summarily dismissed by Governor Small for "incompetency", has answered the charge against himself by revealing his connection with Sucker State politics. The ousted grain inspector has been replaced by George Hitzman, among whose qualifications for office was the fact that he is a Thompson-Crowe-Small committee man in a Chicago ward. Mr. Peters is a supporter of candidates who do not think Governor Small is perfect.

"The governor notifies me that I am removed for incompetency," says Mr. Peters, "but how can he ask people to vote for him after it took him seven years to find out I was incompetent?"

FEDERAL GRADES ATTACKED

Representative August H. Andresen, of Red Wing, Minn., has introduced a bill (H. R. No. 12,175) to repeal the United States Grain Standards Act which has been operative over 13 years.

Mr. Andresen, one of Minnesota's 12 delegates in the House, declares that there is "general dissatisfaction throughout the country" with the grades as established, and that with the repeal of the act, grading would revert to the various states with their various grade requirements. He said that Minnesota always has been opposed to this act. Approval of grain standards by the Federal Government is entirely unnecessary, maintains Mr. Andresen.

TRADE NOTES

A recent addition to the staff of The Wolf Company, Chambersburg, Pa., is C. R. Trimble, who will represent this company in Nebraska and Iowa. Mr. Trimble's address is 3506 Harney Street, Omaha, Neb.

The Hess Warming & Ventilating Company report sales of 12 driers for export to the Argentine since the first of the year. It appears that the Argentine grain men are preparing to handle a very wet crop of corn which is just now coming in the market.

Many of the grain dealers who have found that Rose's Meat and Bone Meal for dogs makes a desirable sideline (it is surprising how many dog fanciers there are in every community), are also finding that Rose's chick food and mashes make friends very quickly. These products are made by G. P. Rose & Co., Nashville, Tenn.

The newest Canadian terminal elevator to be put into service, that of the United Grain Growers, at Port Arthur, Ont., has in its cleaning department 22 No. 11 Monitor Warehouse Separators, and two Monitor Screenings Separators. The Huntley Manufacturing Company, the manufacturers of the Monitor, is justly proud of this evidence of confidence in its separators by a company operating nearly 400 elevators in western Canada.

A new catalog on belts, issued by the Diamond Rubber Company, Inc., of Akron, Ohio, contains a wealth of information about power transmission and grain conveying which will be found of great interest to every elevator operator. So many elevators are putting in feed grinders and other machinery which requires power that the catalog is most opportune in that it answers a great many questions which would arise at such a time.

The Webster Manufacturing Company, manufacturer of elevating, conveying and power transmitting machinery, whose office in Cincinnati is in charge of L. A. Scheck, is moving headquarters from 1913 Union Central Building, to 503 Chamber of Commerce Building. Mr. Scheck is an experienced engineer in the elevating and conveying line, and has been in the employ of the Webster Manufacturing Company for a number of years. Before taking charge of the Cincinnati office he was in charge of the Boston office of the Webster Manufacturing Company.

New facts on the uses of dry skim milk will have a prominent place on the program of the third annual meeting of the American Dry Milk Institute. This meeting will be held at The Stevens Hotel, Chicago, April 26, 1928, beginning at 10 a. m. The morning and afternoon sessions and the mid-day luncheon are open meetings and all who are interested are invited to attend. Besides the latest reports on various research projects, the bakery service work of the Institute will be described and illustrated for the benefit of the manufacturers and distributors of dry skim milk. A dinner and meeting for members only will be held at 6:30 p. m., on April 26.

The Huntley Manufacturing Company of Brocton, N. Y. has issued a new four-page illustrated circular which will be of interest to the elevator or feed dealer who uses scratch feed in quantity. The folder has the somewhat ambiguous title: "This is an Age of Specialized Production." Illustrations are found of various Monitor machines, one for polishing cracked corn; a Cracked Corn Scourer; Cracked Corn Grader; Grader and Bolter; Scratch Feed Cleaner; and a Monitor Automatic Magnetic Separator. A full description of each machine and what it will do is given. If you are interested in the making of feeds we advise sending for a copy.

The majority of elevators in the corn belt know how difficult it is to get along without a good corn sheller. To many of these "Triumph" is a household word. But a new word has been spoken. The C. O. Bartlett & Snow Company of 6299 Harvard

Avenue, Cleveland, Ohio, have just issued a richly illustrated catalog on the latest "Triumph" Corn Sheller, which is simpler, stronger, more accessible, and easier to keep clean than those older Triumph Shellers which have been on the market since 1884, and some of the earliest of which are still doing business. The new "Triumph" has just two moving parts; anyone can set it up and operate it and there is nothing to get out of order. The clean, unbroken cobs discharge from one spout, the shell corn from another, and the dust and dirt is effectually eliminated. The shellers come in two styles, "A" to stand on the floor, or, "B", suspended under the floor. If you don't know the facts in regard to these latest Triumph Shellers, write for the catalog.

TEW SUCCEEDS HARRY HOUGH AS GOODRICH CHIEF

At a meeting of the Board of Directors of The B. F. Goodrich Rubber Company, recently at their offices, 1780 Broadway, New York, the resignation of President Harry Hough was accepted and James D. Tew, first vice-president, was elected to take Mr. Hough's place. Mr. Hough will retain his position as a member of the Board of Directors and will act in an advisory capacity.

Elected in the emergency caused by the death



JAMES D. TEW

in Europe last September of Bertram G. Work, who was president at that time, Mr. Hough immediately stepped in from the management of the financial affairs of the Goodrich company as its comptroller, and took charge. He continued to supervise the policies of the concern until too strenuous press of business caused him to take a rest several weeks ago.

Harry Hough came to The B. F. Goodrich Company 10 years ago as comptroller. Before that time he had been a member of the firm of Lovejoy, Mather, Hough & Stagg, certified accountants, auditors of the books of the Goodrich company. It was because of his unusual ability in that capacity and in dealing with financial problems that prompted Mr. Work to ask him to come to Akron.

James D. Tew's rise to the presidency has been steady. He has been with The B. F. Goodrich Company since he entered the factory at Akron in 1906. Within 12 years, he was appointed superintendent of the Tire Division of the entire plant. He was made assistant works manager in 1925 and a year later was advanced to the position of works manager, which he held until he was elected first vice-president after the death of B. G. Work last year. A few months later, Mr. Tew was made general sales manager in addition to his duties as first vice-president.

Mr. Tew was born in Jamestown, N. Y., May 2, 1882. He prepared for college in the Jamestown schools, and later at St. Pauls, Concord, New Hampshire. He entered Harvard University in the

fall of 1901 and was graduated from there with degree of Bachelor of Science in Mining.

At a recent meeting of the Board, T. G. Graham, works manager, was elected first vice-president, and T. B. Tomkinson, comptroller, and V. I. Montenyohl, treasurer, were elected to fill existing vacancies on the Board.

SOME REASONS FOR THE INCREASING POPULARITY OF SPEED REDUCERS

By L. P. SPILLAN, Manager
Speed Reducer Division, Link-Belt Company

There is a correct transmission equipment manufactured for practically every driving condition encountered in industry and, irrespective of the first cost, an earnest endeavor should be made to use the method that is best suited.

Quite true, the initial cost is a most important item of every purchase, but it is the probable ultimate cost of the driving medium selected that deserves the greater study and consideration. It is this "ultimate cost", i.e. the first cost, plus the repairs, the shutdowns, the annoyances, the loss of production, etc., that determines whether the price paid for what you purchased, was a dividend-paying investment, or otherwise.

You have to consider your specific conditions. An open drive, in an atmosphere of grit, may last only a fraction of the life of a fully-encased drive running in a bath of oil. What of it, if the drive selected does have a greater first cost, if it is a drive that will last several times as long and give you much less, or no trouble during its prolonged life? Is that not the better purchase?

Ask yourself some of these questions. How efficient will the drive be? How much power will it waste through slippage, or because anti-friction bearings are not used? Will the parts wear out quickly, if they are not enclosed, and is there any danger of workmen becoming caught in the gears? Does the drive meet all insurance laws?

And here are still some more questions. Is the drive compact enough, or does it occupy valuable floor space, a part of which could be used more profitably? Is it not a big advantage to have automatic oil-bath lubrication?

Will the drive be able to withstand shocks, or to start-up under heavy load (assuming you have such a condition)? Will it transmit power quietly, and with the smoothness that the nature of your product requires? These, and other questions deserve careful consideration.

Do your answers not lead you very logically to the conclusion that here are some of the reasons for the steadily increasing use of the modern speed reducer unit?

Examine, for example, some of the features of a Herringbone Speed Reducer employing gears of the exceptionally strong Sykes tooth form: 1. High efficiency maintained; 2. Completely housed; 3. Runs in oil; 4. Anti-friction bearings; 5. Withstands severe shocks; 6. Quiet in operation; 7. Speed ratios up to 300 to 1; 8. Neat and compact; 9. Meets all safety laws.

The illustration shows a double reduction Link-Belt Herringbone Speed Reducer with cover raised, complete with its oil-retaining housing and especially brings out the space conservation and "safety first" features of this form of reducing unit.

Speed reducers are widely used to drive elevators, conveyors, hoists, compressors, and so on; and their field of application will increase as the electrification of industry continues.

There is, however, one big reason why speed reducers are being used more and more, and it is this: The slow speed motor, which is bulky and heavy, is considered too expensive to meet today's need of maximum economy. More high speed motors are being used—they are smaller for a given horsepower, cost less, are cheaper to install, and maintain a better power factor.

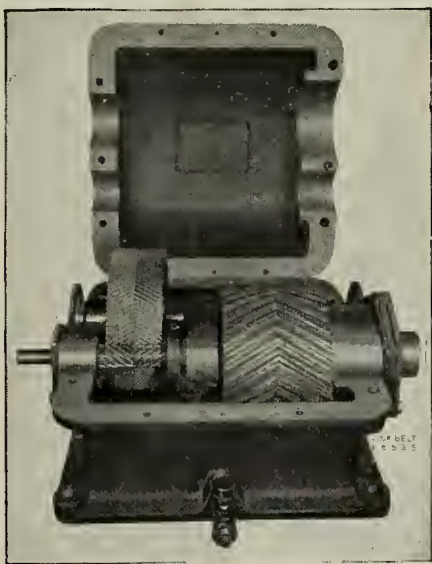
The "RC" Reducer is a combination of the standard herringbone reducer from the motor or high speed shaft, and a finished steel "RC" class roller

chain drive, separately encased and running in oil, for transmitting the power from the herringbone gear unit to the driven machine.

In addition to the usual advantages of an enclosed drive it also embodies the advantage of an open drive, in that it is possible to alter the speed of a driven machine at small expense. A mere change of the small driving sprocket effects the change in speed. A selection of sprockets can be kept at hand for the various speeds desired. The change is further expedited by the accuracy of the detachable "RC" finished steel roller chain, and the facility with which links can be removed or added to shorten or lengthen the chain.

The prime mover and high speed unit (which operated equally well in either direction) may be located either above, or below, or to either side of the driven machine. The drive machinery can be kept out of aisle space, and the supporting structure simplified as the units, in many cases, are supportable from the same uprights as are used for the driven machine.

As to speed reducers in general, it may be of interest—by way of example—to repeat here a part



LINK BELT SPEED REDUCER

of a report on the increasing use of reducer units by clay products plants which may be applied with equal truth to elevators:

In a plant using steam as a source of power, shafting was necessary for power transmission; but in a plant with individual-drive electric motors as a source of power, engineers have found it possible to eliminate belting and shafting almost entirely by the use of speed reducers. At the same time they have saved plant space, made the plant safer for workmen and obtained a positive drive with an exceptionally long life and almost absolute freedom from maintenance costs and repair charges. In short, clay products manufacturers have found that the application of speed reducers saved them money, space, trouble and worry.

CONTROLLING THE HOT GRAIN HAZARD IN ELEVATORS

The scientific handling and storage of grain will be of greater importance to grain dealers in 1928 than ever before. This will be due to the sharp increase in grain storage capacity already effected or now pending completion, and it also will be due to the way in which much of the wheat which will fill the new tanks, is harvested. The combine harvester has brought economy to the farmer. Incidentally, it has brought a definite hazard to the dealer in the form of "typical combine wheat," i. e., wheat of moisture content above the average, cut a little green, and with a noticeable percentage of green weed seeds which cause bin burning.

R. H. Black, of the United States Department of Agriculture, in an address last month, suggested that the saving of 15 cents a bushel which use of the combine allows the farmer at harvest time, was forcing the combine into areas where the use of this machine was not justified. Farmers, however, are not going to sacrifice that saving in order that the dealers may get drier grain, more free from weed seeds and heat hazard. It remains for the dealer, then, to preach the gospel of correct harvesting methods, but also to prepare his storage plant for receiving grain which has been

harvested with the idea of speed and economy for the grain grower rather than with the idea of a perfect wheat for the elevator. Driers, moisture testers, and temperature checking apparatus are needed more than ever before.

It is not probable that grain can be handled intelligently in the large mill storage tanks of today without a temperature control system. The most important part of such a system is the electric thermometer, a device which has gained endorsement from progressive grain men in every section.

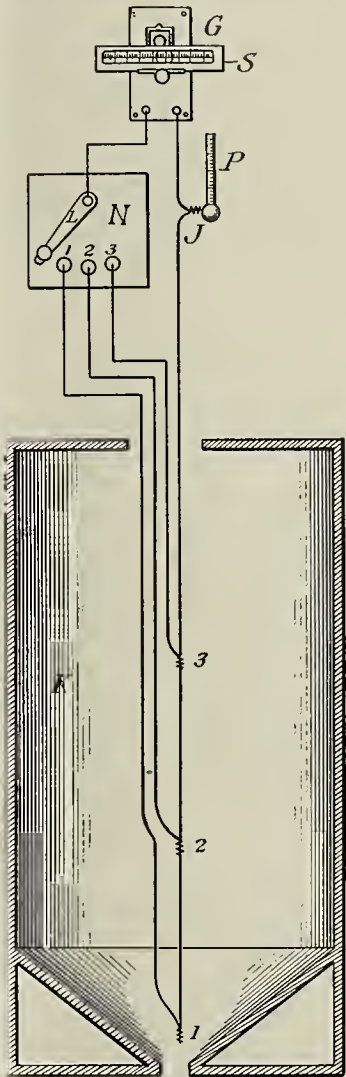
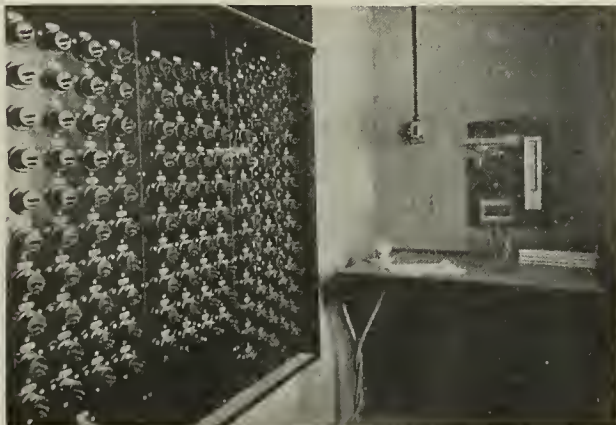


DIAGRAM OF TEMPERATURE-RECORDING SYSTEM APPLIED TO MILL STORAGE

At a central station, usually located above the grain tanks, the temperatures of all sections (five-foot intervals) of all bins can be registered. Hot grain thus can be spotted and turned. More important, however, is the consideration that grain of a temperature known to be normal can be let alone. Needless turnings are prevented. The advantages of such a system in handling wet-harvest or combined grain, are obvious.

Anthony Zeleny applied the principle of the "thermo-electric couple" to the grain storage prob-



TEMPERATURE READING BOARD FOR GRAIN STORAGE

lem 21 years ago. The Zeleny Thermometer System, improved and enlarged upon to meet the requirements of the largest grain storage plants, was the result. The inventor is professor of physics at the University of Minnesota, where his two sons are also on the university staff. Wholly irrelevant, yet interesting, is the fact that "Zeleny" translated from Bohemian to English would be "Green." The Zelenys are proud of their descent,

however, and care nothing about Anglicizing their name.

In the accompanying illustration, the temperature reading board of a large Zeleny installation is shown. Every plug represents one of the 139 bins guarded by this system. The diagram shows the wiring in a bin protected by this system. The device is arranged so that temperatures of the points 1, 2, and 3, in the center of the bin, *K*, will register. The reading instrument *G*, is shown out of proportion, but serves to illustrate how the bin temperatures are relayed to the visible scale *S* at the station located above the grain tanks. When the lever *L* is moved to the first contact 1, on the switchboard *N*, the "temperature junction," 1, in the bin is placed in circuit with reading instrument, *G*, technically known as the galvanometer. As the lever is moved to the right, temperatures at the other junctions are recorded.

There are no batteries to run down, nor is there any connection with lighting or power circuits. The electromotive force which makes possible the temperature signals, develops as the result of coupling two wires, copper and nickel, at each junction in the bin. The two metals have different current resistances, and it is thus that the heat variations can be measured.

A REAL GRAIN MONOPOLY

Farmers accuse grain dealers of all sorts of things in these days, but what would they have said if they had lived in the days of Justinian, Emperor of Rome, as revealed in "The Secret History of Procopius", recently translated by Richard Atwater and published by Pascal Covici, Inc., Chicago:

"Among the lawyers there was one Hephaestus, who, on being made Governor of Alexandria, put a stop to civic sedition by intimidating the rioters, but reduced all the inhabitants to the utmost misery. For he immediately brought all the wares in the city under a monopoly, forbidding other merchants to sell anything, and himself became the only dealer and sole vendor of all wares; fixing prices as he pleased under his supreme power. By the consequent shortage in necessary provisions the city of Alexandria was greatly distressed, where formerly even the very poor had been able to live adequately; and the high price of bread pinched them most. For he alone bought up all the grain in Egypt, not allowing anyone else to purchase as much as a single bushel; and thus he controlled the supply and price of bread as he pleased.

"In this way he soon amassed unheard of wealth, at the same time satisfying the greed of the Emperor. The people of Alexandria through fear of Hephaestus bore their suffering in silence; and the Emperor, awed by the abundance of money that continuously came to him from that quarter, was wonderfully delighted with his governor.

"This Hephaestus, planning to incur even greater favor of the Emperor, contrived the following additional scheme. When Diocletian became ruler of the Romans, he ordered a large supply of grain to be given yearly to the poor in Alexandria. And the Alexandrians, distributing this among themselves at that time, had transmitted the right to receive his bounty to their descendants up to this time. But Hephaestus, depriving these needy ones of this charity, which amounted to 2,000,000 bushels, diverted it to the imperial granary, and wrote to the Emperor that these men had been getting this dole unjustly and not in accordance with the interests of the state. The Emperor, approving this action, was still fonder of him than before. But such Alexandrians whose hope of life had been in the distribution, in their present bitter distress felt the full benefit of his inhumanity."

Editor American Grain Trade:—We attach hereto money order in the amount of \$1 in payment of one year's subscription to the AMERICAN GRAIN TRADE. We have received the February number which you sent us and have found it of great interest and help in our business. LUIS F. RODRIGUEZ, S. En C., San Juan, Porto Rico.

Hints for the Elevator Millwright

"Big Bill" Davis Directs the Welding of a Cast Iron Pulley Arm and Shows How to Splice Smoke Stack Guy Cables

By JAMES F. HOBART

"THE ENGINE in our elevator delivers power to a 48-inch pulley on the main shaft, and one of the pulley arms broke in two recently, though no one knows how or why," explained Mr. Stirling, who owned the elevator bearing his name, to "Big Bill" Davis, the millwright, who was visiting. "We were afraid to operate the pulley with a broken arm, for fear it might collapse some time during a pinch run, when power was badly needed, so we asked a neighboring machine shop owner to make us another pulley to keep on hand for instant use in case the broken pulley went to pieces."

WELDING A PULLEY-ARM

"However, the machine shop man said he could weld the broken arm so the pulley would be as strong as ever and that he could do the job without taking the pulley off its shaft. He did weld it too, and made as pretty a weld as ever was seen, and went home after an afternoon's work on that pulley, leaving us perfectly satisfied and believing we could start the elevator right on time next morning. But we didn't, for next morning the pulley arm was broken again, cracked clean and sharp, right through that beautiful oxy-acetylene weld."

"We 'phoned the machine shop and the welder came out and spent another half day with that pulley arm, burning deep down into the old weld and building it up again, apparently as solid as the original metal. This time the weld was all right the next morning and on the morning after that, then the weld 'let go' again and the break was there as clean as ever and the metal had drawn apart more than one-sixteenth inch. I guess it means a new 48-inch pulley for us after all."

CAUSE OF WELD FAILURE

"Mr. Stirling, the trouble with your pulley-arm weld is not with the oxy-acetylene process," replied Davis, "but with the man who did the welding. He failed to take care of the terrific strains set up in the weld during its cooling; therefore, something had to give way. Shrinkage stresses are irresistible. Had the pulley arm been made of steel, it or some other portion of the pulley would have stretched to equalize the strains set upon the weld during its cooling. But, as cast iron does not stretch much, the arm of the pulley was simply pulled in two as the weld cooled. Now, arrange to take care of the shrinkage and the pulley arm will stay welded."

"Will you come out to my elevator, Mr. Davis, and arrange so that pulley-arm may be properly welded? Will any special tools or material be required?"

"If you can borrow a couple of powerful kerosene heating torches, it will enable us to do the job quicker," said Big Bill, "Better 'phone to your elevator and have your men remove the pulley from its shaft."

"Why, cannot the welding be done with the pulley on its shaft? It has been welded twice already, without taking it down," said the owner.

"To be sure, the pulley can be welded while in place on its shaft, but we must do some preheating of the pulley before it can be welded properly, and I do not like to carry open fires into your elevator where possible dust, ignition might cause a serious fire. If the pulley can be heated out of doors, shaft and all, it will be all right, for then there will be no fire risk."

Upon arriving at the elevator, Mr. Davis found that the pulley, upon a 10-foot length of shaft, had been rolled out of doors. A couple of timber blockings were built under the shaft, high enough that the pulley hung about a foot above the ground. Four strips of board were nailed upon the blockings in such a manner that the shaft would not roll off the timbers.

"Now," said Mr. Davis, "we must heat the adjacent

arms on either side of the broken one, and also heat the rim of the pulley until expansion has caused the broken arm to draw apart a distance equal to the amount the weld will shrink after cooling. The broken weld gives a clue to the amount the arm should be lengthened by heating the adjacent arms. That weld has pulled apart almost an eighth of an inch, so, if we preheat the pulley in such a manner that the broken weld stands open an eighth of an inch more than it does now, then the welding can be done with certainty that it will not be destroyed by shrinkage stress, for the pulley will shrink with the welded arm, and there will be no internal stresses, therefore, no pulling apart of the weld again."

PREHEATING

A couple of men were set at work, chipping off the corners of the broken weld, for, as Mr. Davis stated, it was necessary to begin welding in the center of the arm, and metal chipped off would not have to be burned away. Mr. Davis had the welder, who was also a machinist, place a steel straight edge in two places upon the broken arm, 90 degrees apart, and then he had a line inscribed about the straight edge, on both sides of the break. Mr. Davis explained that while the pulley arms and rim were being heated to open the break an additional eighth of an inch, that close watch must be kept of these two lines, and the heating varied so as to keep both of the lines straight. This would prevent any possible distortion of the pulley by heating it in one place more than in another other spot.

The pulley was turned until the broken arm was downward, then a heating torch was made to blow against the two arms adjacent to the broken ones, and two small bonfires were also arranged under the rim, on either side of the broken arm. The torches were occasionally made to blow against the inside of the rim, to help out the little bonfires. Soon, the crack in the arm began to widen, and it soon became almost 3/16-inch in width. At this point, after taking a final look at the two lines and increasing heat a bit on one adjacent arm, and cutting down heat a little upon the other arm, the welder was turned loose upon the arm with instructions to cut away metal until he could reach the very center of the broken arm.

The welder found it rather uncomfortable working between two powerful heating torches and two wood fires on the ground, but some sheets of galvanized steel were procured and placed around the welder in such a manner as to protect him from the heat. As soon as he had burned and wiped away metal down to the center of the arm, he began to build in the gap, working first on one side of the arm, then upon the other side, and keeping all sides built up as evenly as possible.

During all of the welding operation, the torches were kept going, not with full force but sufficient to hold the heated arms and rim at about the same temperature as when the welding commenced. Not until the welder was nearly done, was the torch extinguished and the pulley allowed to cool slightly. But as soon as the weld was finished, the fires were all removed and the pulley rolled away from the embers of the fires. In fact, within an hour after the weld was completed, the pulley was rolled into the elevator and was being put in place. As soon as the pulley was cool enough, the belt was put in place and the machinery started.

As the engine started, Big Bill said to the engineers, "That weld will never let go. As you saw, we cooled the pulley and contracted it as much as the weld contracted, so there was no strain set up in the weld to tear it to pieces again, as it did twice before."

SPLICING SMOKE-STACK GUY-CABLES

While at the Stirling Elevator, Mr. Davis noticed

that things had been torn up some around the boiler house, and found upon inquiry that a recent wind storm had blown down the stack, wrecking the guy cables pretty thoroughly. So much so, that when the stack was hurriedly erected again, it had been necessary to use some old guy cable, in short pieces, and, there being no time to do otherwise when the stack was up-ended, the short pieces were joined together by bending a loop in the end of each short piece of cable, passing one loop through another, and then fastening the end of the loop back upon the cable with a bit of "hay-wire." Several of these unsightly loops were visible, and Mr. Stirling said he was about ordering new guy cable for the entire set of guys.

"Why don't you make some neat splices in, and use the old cable?" asked Big Bill, as he examined one of the pieces of cable and found it in good condition. "This is good galvanized steel cable, quite as strong as any new cable, so, why not use it?"

"I don't like the looks of those loop splices," replied Mr. Stirling. "I am afraid they will let go some time and the stack come down again, when we might not be so lucky as to escape damage entirely, both to our men and to the stack. So, I thought new cable was the nearest way out."

THREE JOINTS FOR CABLES

"Let your handy man show me around the 'morgue' of your elevator—I mean the place where you store all the machines and parts which are not in use. Possibly I can find some material there with which permanent splices can be made in the guy-cable, in which case, the expense of new cable may be avoided entirely."

As the "handy man" overhauled the contents of various boxes, Big Bill selected several "clamp bolts" which were just the right size for clamping together the ends of two short cables after their ends had been nicely straightened and lapped about 11 inches, but there were only small U-clamps enough for two splices, and more splices were required. Some larger U-clamps were found, but far too big to hold the small guy-cable. Four of the larger clamps were found, and these Big Bill used by passing the ends of cable pieces, in opposite directions, through a 12-inch length of ordinary black pipe, a size being selected just large enough to permit squeezing two pieces of cable through the piece of pipe. The ends being passed through the pipe in opposite directions, were each bent back upon the outside of the pipe and allowed to reach a little past the middle of the piece of pipe. One of the large U-clamps was then placed upon the pipe and the two lapping cable ends. After the U-clamp had been tightened upon the piece of pipe and the two cable-ends, one end of the spliced cable was made fast, a light rope tackle was hitched to the other end of the spliced cable, and as the tackle was tightened and the cable drawn close to the pipe, the bend in the cable at each end of the bit of pipe, the cable was pounded with a wooden mallet until the cable fitted very closely against the piece of pipe and all slack had been taken out of the cable at ends of the pipe.

Finding there was still a shortage of splice material, Mr. Davis had the workman cut a number of pieces of pipe, 12 inches long, through which two strands of the cable could be snugly drawn. A half hitch was made in the free end of each cable-end, that is, the end of the cable was bent around the other cable, close to the pipe-end, and then the end was passed between itself and the other cable. In other words, the cable end was tucked through under itself. This was done with each of the two cable-ends at either end of the piece of pipe. Then, the tackle was hitched on and the cable-ends malleted down close to the pipe and to the other cable. The free ends were then cut off close, in order to save time; the hauling tight of the cable splices was done after a required length of guy-cable had been pieced up, this making one application of the rope tackle tighten all the splices.

After all the splices had been made up and pulled tight and trimmed, Mr. Davis had the portable smith-forge brought out, each splice heated and placed in a pan of asphalt until nearly cool and the pipes had been filled, thus water proofing the splices.

NEWS LETTERS

INDIANAPOLIS

H. M. RUDEAUX CORRESPONDENT

THE condition of the wheat crop in Indiana is far from promising. In many cases it is the direct cause of late planting which has been advocated, but evidently it has proven a failure from the appearance of the late planted fields. Where the crop has survived a very dry winter, which we have had, and the lack of snow as a protection it has been found that the acreage was planted early. The early planting gives the tender sprouts enough strength to winter through, but the late planted fields seem to have dried up completely, and are being turned under and sown to oats. In the lowlands around Vincennes, Ind., where a good portion of the wheat crop is raised, it has been water killed from overflowing streams. White River, at this point, has left its banks seven times in the past 14 months. These conditions prevail practically all over the state and it is estimated that there will only be about one-third of the usual crop harvested this year, and perhaps less than that amount. The plowed up acreage is being prepared for corn and oats.

The Indiana Grain Dealers Association has been invited to go to Gary, Ind., this year for their mid-summer convention. A special invitation has been sent the association by the Gary Chamber of Commerce, and the City of Gary. Walter Moore, president of the Indiana Grain Dealers Association, and Edward K. Sheppard will visit the City of Gary, to see what accommodations are to be had, and what there is to offer, and present the matter to the Board of Directors for their approval.

Corn receipts from all points are easing up, which is due to the activity in the fields at present. It is expected that after the spring work is over there will be considerable move to the Indianapolis market from Illinois points.

The demand for seed oats has been abnormal this year. This has been brought about by the plowing under of a great many wheat fields, and a large crop of oats is being predicted.

The corn acreage from general reports will be exceptionally large. This condition too is being brought about by the plowing under of the wheat crop. The question of seed corn is being discussed quite freely by many of the Indiana farmers. Last year's crop hasn't produced very much real good seed corn, and the question of where to get seed is one of great importance. It will require a large amount of seed corn to meet the demand.

Frank N. Wallace, state entomologist, attended a conference in Washington during the past month of members of the International Corn Borer Committee, where the corn borer situation was discussed with William Jardine, Secretary of Agriculture.

Don Hart, of Hart Bros. Grain Company, with offices in the Board of Trade Building, was seriously injured several weeks ago in an automobile wreck, just south of Marshall, Ill. According to Hart, he was crowded off the road and run into a ditch, and had a very close call. The car, a Ford coupe, turned several times completely wrecking the top, and when it finally settled down, he was barely able to crawl from the wreckage. Passing motorists administered first aid, until he received medical treatment at Marshall, and was brought to Indianapolis. His condition while not as serious as it might have been, has kept him confined for several weeks, but he will resume his duties in the very near future.

On March 23, Jerry Garvin, colored, was killed at the Piel Bros. Starch Plant. Garvin was buried in an avalanche of shelled corn in a huge tank at the plant, and the body was recovered after some time of frantic shoveling by 40 fellow workmen. Garvin's

duties at the plant were to direct with a shovel the course of the shelled corn as it passed into chutes in the tank. He slipped and fell into the tank containing about 39,000 bushels of corn and sank in the grain before fellow workmen could reach him. A police emergency squad aided in the rescue, directing the workmen as they shoveled the grain out of the tank. When they finally came to Garvin's body it was in a standing posture. Pulmotors from the city hospital were used in an unsuccessful effort to revive the man.

O. D. Kendrick, of the Kendrick & Sloan Company, reports a very active demand for hay. Hay is opening up and the demand is in excess of the receipts, with prices up from \$1 to \$1.50 from the low level. Clover and Clover Mixed hay are especially wanted, but advices from shippers indicate that there is none available.

The demand for ear corn which has been very good is easing off somewhat. The demand has come from interior points, and it has been selling from \$1.10 to \$1.12 Indiana points, and from \$1.18 to \$1.20 Kentucky points. These prices were for No. 2 Western sound ear corn with Illinois corn selling from five to eight cents a bushel lower. The grade of the Western ear corn has been exceptionally fine quality with long grains and small cob. Hundreds of cars of Western corn have come to interior points in Indiana during the winter for feeding purposes.

Mr. and Mrs. Bert Boyd are basking in the southern sun at present at Miami, Fla. Mr. Boyd's health is very much improved, and he will return to Indianapolis as soon as the warm weather sets in.

The Northeastern Indiana Hay Dealers Association will be hosts to the National Hay Association at their annual convention at Fort Wayne, Ind., August 20-22. Maurice M. Niezer will be chairman of the local association's Convention Committee, who will arrange the entertainment for the thirty-fifth annual convention of the National Hay Association. All members are urged to attend and are guaranteed a very good entertainment by the boys of the Northeastern Hay Dealers Association.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

CONSIDERABLE agitation among wheat growers in this section has grown out of a disagreement over Federal grain grading under the Grain Standards Act. The controversy originated over a shipment of 300 cars of wheat made by the Southwest Co-operative Wheat Growers Association, the sales agency for Kansas, Nebraska and Colorado growers. The wheat, which was shipped to New Orleans for export, had been graded in the laboratories of the Missouri state grain inspection department and was pronounced No. 2 wheat, but Federal officials in New Orleans inspected the wheat and graded it No. 3 and No. 4, involving a reduction of more than \$50,000 in the value of the wheat. John Vesecky, president of the pool, and W. W. Young, sales manager, placed the matter before the Board of Review in Chicago, the highest board of appeal in grain grading, and the board not only upheld the lower grading but ordered inspectors at Southwest markets to be more rigid in grading total damage of wheat.

Officials of the wheat growers association were faced with the necessity of replacing the grain to fill the foreign contracts and by enlisting their entire faculties were able to ship a similar amount to the southern port in time to avoid the penalty of ocean going vessel demurrage. Secretary Jardine took an interest in the situation and sent L. A. Fitz, grain exchange inspector in Chicago, to Kansas City to settle the difficulty. However, no agreement was reached. John Vesecky of the Southwest Co-operative Wheat Growers Association

is now in Washington, where he will appear before the Senate Agriculture Committee hearing on the Shipstead Bill, which would repeal the Grain Standards Act. Mr. Vesecky will present the situation caused by the wide variations in grades between various Federal inspection departments, causing losses to growers of from 10 cents to 25 cents per bushel. Roy H. Monier, chief of the Missouri state grain inspection department, will represent the Missouri department at the hearing, and a representative of the Kansas bureau will also attend. These men will oppose the Frazier Bill, which would eliminate the state grain inspection departments. The farmers are rigidly opposed to the Frazier Bill.

Reynier Van Evera, flour and feed broker and exporter of this section, died after a short illness from heart trouble on March 31. Mr. Van Evera was 49 years old and had been in Kansas City for almost 30 years. He had been an official of the Kansas Milling & Export Company, and was at the time of his death president of Reynier Van Evera, flour brokers. He was secretary of the American Corn Millers Federation. He assisted in the flour department of the wartime Food Administration here. He is survived by his widow, Mrs. Josephine Ruth Van Evera, and four daughters all of Kansas City.

The rehearing of the Central Freight Association rate case started four years ago by the Southwestern Millers League to obtain an equalization of rates with the Northwest to Indiana, Ohio, Pennsylvania, Kentucky and West Virginia, now in session in Chicago, is of deep interest to grain and milling interests in this section. The five states in question comprise the largest flour consuming section in the country, shipping in annually 14,000,000 barrels of flour. In almost every instance Kansas City has the advantage of distance but Minneapolis has the advantage of a rate benefit of from one-half cent to five cents per hundred pounds. The Interstate Commerce Commission ordered Kansas City rates to be reduced and rates from the Northwest increased in proportion, and the northwestern interests asked a rehearing. It now develops that virtually all the important rate basing markets will enter the case in opposition to the Kansas City decision, including Chicago, St. Louis, Peoria and others. They will enter to oppose the technical precedent claiming that the Commission has upset the theory of combination rate basis principles. E. H. Hogueland, commerce counsel of the Southwestern Millers League, and W. R. Scott, transportation commissioner of the Kansas City Board of Trade, will represent this market.

Fred C. Vincent, vice-president of Simonds-Shields-Lonsdale Grain Company and Mrs. Vincent sailed March 28 for Europe. They will visit Germany, Denmark, England, Holland, Belgium and France before returning to Kansas City in June.

Harvey J. Owens was elected to membership on the Kansas City Board of Trade on April 3. The membership was on transfer from E. L. Foulke, and involved a consideration of \$8,000, including the \$500 transfer fee. Mr. Owens is vice-president of the National Milling Company, and manager of the Kansas City branch of that company. He was formerly with the Kansas Flour Mills. Mr. Foulke has been representing the Fowler Commission Company on the floor.

At a meeting of the Kansas City Board of Trade on April 9 an amendment to the constitution was voted providing for the retirement of memberships outstanding in excess of 200. The ruling provides that the money from transfer fees amounting to \$500 each should be put into a special fund to be used for the purchase and retirement of memberships until they are reduced to 200. The memberships are to be bought for \$5,000, although this amount can be changed if conditions warrant.

A movement is on foot here to establish a stock exchange in Kansas City, patterned after the New York and Chicago exchanges. James N. Russell, president of the Russell Grain Company, has been named chairman of a committee to investigate the possibilities of a stock exchange here. He has just returned from visiting the exchanges in Los Angeles and San Francisco. Kansas City is consid-

ered an ideal location for such an exchange since the nearest one is in Chicago. At a dinner of the Kansas City Grain Club, Charles T. Atkinson of Chicago made an address encouraging the members of the club in their efforts.

* * *

The average protein content of wheat inspected by the Kansas state grain inspection department since July 1 is 12.32 per cent, compared with 13 per cent in the corresponding period on the previous crop. The largest protein premium in the history of the trade was recorded this year, principally due to the fact that a large proportion of the crop was bin-burned and damaged otherwise.

* * *

It is estimated by the Trans-Missouri-Kansas Shippers Advisory Board that by the time the 1928 Kansas wheat crop is ready for market there will be about 40,000 cars in reserve in the wheat belt. At present more than 7,000 cars are distributed through the state.

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According to H. M. Bainer, director of the Southwestern Wheat Improvement Association, Kansas will produce a bumper wheat crop this year with present indications suggesting a conservative estimate of 141,740,000 bushels. Possibilities of production go as high as 175 to 300,000,000 bushels, according to Mr. Bainer.

DULUTH

S. J. SCHULTE - CORRESPONDENT

WITH stocks of all grains in Duluth and Superior elevators standing at approximately 28,000,000 bushels, whereas the rated capacity of the houses is around 35,000,000 bushels, after making allowances for separations of grades, operators here are not taking part in the protest against deferring the opening of the late navigation until May 1, and the trust proceeding taken against the Lakes Carriers Association. As has been previously intimated, the trade here has been afforded ample opportunity to switch their opening of navigation delivery contracts here to date for May 1 and no interest is thought to be likely to suffer. Vesselmen have so far found a small demand for boat space to move grain at the opening of the season. As far as can be found no solicitude has been shown to move out the 10,500,000 bushels of Spring wheat being held in the elevators here and apart from some space having been taken by Buffalo mills to ship down the wheat they are holding here, little has been done. It is understood that around 1,000,000 bushels of Spring wheat are likely to be shipped down to Chicago for delivery under May contracts. Of that, a cargo of 323,000 bushels has been held in the harbor here all winter. Specialists are not showing any disposition to fall over one another in getting out Durum wheat for early shipment and is noted that around 10,000,000 bushels of it is being held in the elevators. It is claimed that shippers are sitting fairly easy and that they are disposed to bide their time in contracting for opening of season boat space at three cents a bushel for Buffalo and at 2½ cents for deliveries at Georgian Bay ports.

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Only one business change was reported on the Duluth market during the last month. R. F. Uhlman of the Uhlman Grain Company was elected to membership on the Duluth Board of Trade, taking over the seat of Sidney Wick.

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With a few exceptions, members of the Duluth Board of Trade who had been away upon vacation trips at winter resorts are back at their desks. The list includes Ray Helm of Helm & Co., shipping agents, back from a Mediterranean trip; Wilbur Joyce, manager of the Van Dusen-Harrington Company's office here, back from Miami, Fla.; B. Stockman, manager of the Duluth-Superior Milling Company and H. F. Salyar; W. J. McCabe and George G. Barnum, Sr., back from California; James Graves, manager of the Capital Elevator Company, back from New Orleans; and H. E. Starkey, president of the Consolidated Elevator Company, back from Texas. At this writing, M. M. McCabe of McCabe Bros. & Co., is still down in California; Warren Starkey is in Texas; M. J. Atwood of the Atwood-Larson Company is completing a Mediterranean trip; C. F. Maley, manager of A. D. Thomson & Co., is away upon a European trip and Ward Ames of the Barnes, Ames Company is still down in Florida.

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Receivers and elevator men on this market have been congratulating themselves upon having put through a tidy trade for the season in hand, with a steady run of grain from the country. Of late the

great bulk of the movement has been from country elevators, farmers having been busy over Minnesota and North and South Dakota in pushing along their plowing and seeding. Reports received by the trade here recently have been to the effect that much larger acreages are certain to be seeded to Spring wheat, Durum wheat, rye and flaxseed. In view of the abundant soil moisture over the Northwest this spring, the seed it is said, will go into the ground this spring under the most favorable conditions in several years. As has been previously intimated, the line elevators and commission houses have been busy in spreading the gospel of good seed and it is hoped that complaints regarding smut and the difficulty of handling off-grade grain will be lessened to some extent next fall in consequence.

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George E. Robson, of Turle & Co., was accorded a hearty reception by his friends upon his appearance at his office recently after a lengthy illness.

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Some disappointment has been expressed lately over a falling off in the demand for high-grade protein Durum wheat from millers, that being attributed to a slackening in the call for special flours for which fancy prices are being obtained. That trade has enabled the mills to pay high premiums for the best lots of Durum and was of great benefit to the grower in raising the general Durum price level. Recently a larger proportion of the Durum received from day to day has been going to elevators at a delivery basis resulting in smaller net returns to shippers. Specialists are however sanguine that the mills will again be actively in the market for the usual quantities of high-grade protein Durum for their special flour mixtures and receivers are in fact counting upon handling larger quantities of it during the new crop year. As reflecting the changed market situation as compared with a year ago when the splurge of millers demand was on, it is to be noted that the May Durum future sold on the Duluth market on April 9 last at a discount of six cents under the May Spring wheat future, whereas last spring it commanded a premium of 10 cents. Growers are hopeful that history will repeat itself and that is encouraging them to seed larger averages to Durum this season.

* * *

Specialists in the rye market here are feeling gratified over the heavy volume of trading recorded in that grain during the last several weeks resulting in the pushing of its quotation to a record high level. It was noted that the rye market here was advanced around six cents during the last month, and that its May future was quoted at a discount of 21 cents under that of Spring wheat at \$1.18¼ as on May 9, while at the same date last year it was quoted at 98¼ cents. As the situation now stands, it is predicted that the acreage seeded to rye over the Northwest this spring will show a marked increase. Grain men here have been endeavoring to impress upon their farmer customers the absolute necessity of raising as high a grade of rye this season as possible, as it is felt that success in that connection would assure a steady export inquiry from European consuming countries that require to make large outside contracts for supplies. The experience of the rank and file of traders in the rye market has been unique this season. Early last fall a host of the wise ones entered into short contracts in rye at well under the \$1-mark on the theory that the American yield was heavy for the season and that some of the European importing countries were known to have raised large quantities. A right-about-face in the market was brought about later largely through a generally wet harvesting period in Europe, making it necessary for them to pick up large quantities of American grain for mixing purposes. Some of the elevator and commission men on this market are reported to have made substantial profits this season as a result of their faith in the ultimate outcome. Rye holdings in the elevators here now aggregate approximately 3,750,000 bushels, of which the great bulk has been sold for export early during the navigation season.

* * *

Officials of the Duluth Board of Trade are keeping close tab upon the efforts of the Minneapolis Traffic Commission to bring about a realignment of the all-rail freight rate on wheat and flour from there to the Atlantic Seaboard. Grain men here cannot understand how Minneapolis operators can expect to wipe out Duluth's advantage as a lake shipping port. They see no reason why the Interstate Commerce Commission should order any downward revision of all-rail rates to the seaboard that would upset the whole rail making structure. They are pointing out that it is absolutely out of the question to expect the railroads to compete with lake shipping interests in the bulk movement and that handling congestion would be the result of any effort to force the movement of that class of freight into an unnatural channel. In that connection the point is stressed that one of the larger lake

freighters can now take on a load of grain at the elevators here that would be equal to several full trainloads. Remembering that the whole freight rate problem has been threshed out in repeated hearings before the Interstate Commerce Commission, operators here cannot believe that a complete reversal of policy would likely be ordered to go into effect at the eleventh hour. It has been noted that railroad traffic men complain that the present line-up of freight rates on grain leaves them only a small margin of profit after giving close attention the cutting down of operating costs to the lowest notch possible.

* * *

Interest was aroused in grain trade circles here over the passage of a resolution by the Senate at Washington authorizing President Coolidge to settle insurance claims brought by grain elevators and grain dealers against the United States Grain Corporation. The claims amounting to approximately \$1,000,000 were brought under agreements made for the purpose of preventing any undue appreciation in the Government's liabilities under the guarantee made to producers of the 1919 wheat crop, whereby the Government agreed to cover insurance charges on grain necessarily held in storage. The agreements stipulated that in the event of an elevator being unable to ship within a week at least 20 per cent of the grain it held at the beginning of that week, the Government would pay it 7/20 of a cent a bushel on the total amount in the elevator when the week began. It is estimated that there are about 4,000 claims, ranging from \$3 to \$2,000. Elevator men and dealers here who have claims accruing to them under the settlement have expressed satisfaction over the prospect of clearing the item off their books after nine years' delay.

* * *

R. M. White, of the White Grain Company, noted a more active inquiry for coarse grains and feeds from points over the Middle West. He also regarded the outlook for trade in those products as materially better in the eastern sections of the country, there being every prospect of a better movement of coarse food grains down there during the coming season. Mr. White said that on the contrary the hay trade during the present season to date had been about the poorest in his firm's experience. That he attributed to the fact that hay had been raised last year in districts that in other winters had required considerable shipments to be made from this market and to the general falling off in the horse population in the towns and cities.

* * *

Specialists in the flax market here are looking forward to a much larger acreage of it being seeded next spring upon new breakings over the Northwest. Agents of the linseed oil companies have been lending their aid to providing good seed in districts where supplies are thought likely to be short.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

LOCAL grain and feed dealers report that demand for grain and feed from this state and southern Indiana has been somewhat better than usual in the spring, due to grass having been retarded by winterkill and severe weather in January, which also killed practically all fall planted wheat, with the result that there has not been much green stuff available for livestock, as barley and rye also suffered.

Demand for Clover and Alfalfa hay has also been strong, while supplies are not coming in so well, due in part to farmers being busy in the fields with new crop plantings. Timothy has been in good supply, but light demand.

As a result of winterkill of wheat, there has been considerable buying of oats for spring planting on wheat land, and a very fair general movement of grass seeds, although seedsmen are complaining about light movement in Red Clover, which generally moves freely in the spring for sowing over wheat lands, to be cut after the wheat has been taken up. Some Clover is being sown with oats, but movement has been below normal, this also being partly due to the fact that many communities which generally buy Clover seed sold Clover last fall.

There has been a very fair demand for corn and oats, in spite of high prices. No. 2 White corn is now quoted at \$1.08 per bushel. Bran, mixed feed, cracked corn, etc., are selling at around \$40 to \$42 a ton, sacked. Demand for millfeeds as well as prepared feeds is reported as good.

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Ed Scherer, Bingham Hewett Grain Company, Louisville, reported that business had been very

fair, there having been good movement in corn, and fair oats demand, with better than usual spring demand for seed oats.

* * *

At the Kentucky Public Elevator Company, it was reported that the corn drying department was still kept busy, and that daily elevator handlings were fair for the season, running from 10 to 18 cars. Storage is a trifle light at the present time, with only 170,000 bushels of grain on hand, or less than one-third of capacity occupied. The concern is holding for customers 64,000 bushels of corn; 99,000 of wheat and 7,000 of oats. Country mills and elevators will not handle much country wheat in Kentucky and southern Indiana this year, as winterkill has been so severe that the crop will probably be the smallest in all modern records.

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At the office of Henry Fruechtenicht, it was reported that movement of dairy and poultry feeds had been good, while there had also been good movement in Clover and Alfalfa hays, which are scarce.

* * *

Harry A. Volz, head of the Louisville grain house of S. Zorn & Co., has been elected chairman, or head of the Republican City & County Committee, at Louisville. Mr. Volz for years has been active in politics, following in the footsteps of his late uncle, Sebastian Zorn. He has given a great deal of time to civic matters, and is now service as president of the Board of Aldermen.

* * *

Announcement was made in Louisville in early April by the Ballard & Ballard Company, of a plan providing practical means of support for retired employees of the company, whereby the employees each month may deposit with the company, under a plan whereby for each dollar deposited by the employee, the company adds a sum, so that at age of retirement the employee will have a guaranteed income for life. The plan is backed and handled by the Metropolitan Life Insurance Company of New York, which will be depository for the funds.

* * *

Spontaneous combustion was believed to have been the cause of a fire in March, which destroyed the malt plant of the George Wiedemann Brewing Company, at Newport, Ky., resulting in an estimated loss of \$100,000 to the six-story structure. Firemen from Newport, Covington and Cincinnati fought the blaze and trains on the Chesapeake & Ohio and Louisville & Nashville Railroad, were tied up for hours.

BUFFALO

ELMER M. HILL

CORRESPONDENT

BUFFALO grain elevator operators are taking a personal interest in the efforts being made to initiate a campaign for elimination of the American inspection and grading fee of three cents a bushel and the movement for lower freight rates on grains which already is under way in Washington. It is pointed out that because more American wheat was exported last year through the Canadian Port of Montreal than through all the American ports on the Atlantic Seaboard combined, the campaign for the elimination of the three-cent inspection and grading fee merits the support of domestic interests and already a group of senators representing New York, Massachusetts, Pennsylvania, Maryland and Virginia have done much to focus public attention in Washington upon this alleged unfair charge. The grain elevator operators claim that this three-cent fee works to the disadvantage of Buffalo, New York, Boston, Philadelphia, Baltimore and Norfolk in favor of Montreal.

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George D. MacDonald announces the appointment of Walter J. Schonhart, well-known grain and elevator man of Buffalo, as superintendent of the Great Eastern and Dakota Elevators, of which James E. Davidson of Bay City, Mich., is president. Mr. Schonhart, who is a member of the younger set of elevator men at Buffalo, is equally well known among the operators of grain carrying fleets on the Great Lakes. He is a bowling enthusiast and has been a member of the V. E. T. Club for several years, having frequently topped the list in tournaments.

* * *

An unusually heavy early movement of grain through Buffalo's elevators, perhaps exceeding in volume the opening rush of the 1927 season, is predicted by grain and elevator interests. Bulk freighters will get into action at midnight April 30. Reports from the Canadian head of the lakes indicate that elevators at Fort William and Port Arthur are holding approximately 60,000,000 bushels of wheat. Although the seasonal movement of grain

down the Great Lakes to Buffalo this year is not expected to surpass the 1927 figures, the second highest in the history of navigation, shippers believe that the grain commerce will be more profitable this season. At Buffalo, the terminal elevators are ready for the opening rush. The last cargo of winter storage grain has been unloaded and storage stocks at the elevators have been reduced below the 10,000,000-bushel mark. The first grain to unload at Buffalo will come from the Soo, where a number of freighters have been tied up with their shipments since the close of navigation last fall.

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Statistics covering the 1927 period of operations on the New York State Barge Canal between Buffalo and the Hudson River, connecting with New York City, released by Frederick S. Greene, state superintendent of public works, shows that the largest cargo handled over the state waterway last season was a self-propelled barge carrying 54,000 bushels of wheat while the largest non-power barge cargo was 35,000 bushels of wheat.

* * *

Grain and elevator interests at Buffalo are well represented on the 1928 committees of the Buffalo Chamber of Commerce. James E. McAlpine is named chairman of the Rivers and Harbors Committee, with Henry G. Anderson, Edwin T. Douglas and Thomas H. Hanrahan. John J. Rammacher of the Eastern Grain, Mill & Elevator Corporation, is a member of the Canal Committee; Charles E. Henry, Taxation Committee; Millard S. Burns, Transportation; George P. Urban, Citizens' Centennial Planning; and Nisbet Grammer of the Eastern Grain, Mill & Elevator Company, St. Lawrence, Canal Committee.

* * *

Buffalo Elevators, Inc., a new corporation, has taken over the Dakota and Great Eastern Grain Elevators in the local port, which recently were sold under mortgage foreclosure proceedings instituted by the Manufacturers & Traders Peoples' Trust Company of Buffalo. Arrangements have been made for the operation of these two terminal elevators, with a combined storage capacity of 3,250,000 bushels, by the Great Lakes Grain Company, Inc., which is controlled by Julius H. Barnes of New York City and Frank L. Carey of Minneapolis, Minn. Active operations at the elevators will be under the supervision of George D. MacDonald, vice-president and manager of the Great Lakes Grain Corporation and of the Erie & St. Lawrence Corporation. James E. Davidson of Bay City, Mich., has been elected president of the Buffalo Elevators, Inc. The other officers are: A. F. Beringer of New York City and William B. Prickett of Chicago, vice-presidents; and Paul W. Fisher of New York, secretary and treasurer. The new corporation is capitalized at \$1,575,000 of 7 per cent non-cumulative preferred stock with a par value of \$10 per share and an authorized issue of 5,000 shares of no par value stock.

The Manufacturers & Traders-Peoples Trust Company of Buffalo has obtained deficiency judgments against the Dakota Elevator Corporation, and the Great Eastern Elevator Corporation, whose properties recently were sold under mortgage foreclosure proceedings. The deficiency judgment against the Dakota Elevator Corporation, was for \$804,690.67, while the judgment against the Great Eastern Elevator Corporation, was for \$1,145,255.04.

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The Pierce Elevator Corporation, has been organized under the laws of the State of New York with a capitalization of 3,000 shares of no par value stock. The directors are George E. Pierce of Buffalo, Levi S. Chapman and Charles R. Chapman of Syracuse. The Pierce interests recently acquired control of the Wheeler Grain Elevator from the Transit Forwarding Company. The Wheeler property has been added to a group of elevators to be operated this season by the Western Elevating Association, of which Mr. Pierce is president.

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Following the announcement in these columns some months ago of a reported agreement among owners and operators of Great Lakes steamship lines engaged in the grain carrying trade to curtail the navigation season so as to force up freight rates and prevent another season of cut-price competition, it is announced that this alleged agreement among members of the Lake Carriers' Association and independent vessel owners has been attacked by injunction proceedings filed in United States district court at Cleveland upon the recommendation of Colonel William J. Donovan, assistant United States attorney general. The Government alleges that the vessel interests by entering into such an alleged agreement had violated provisions of the Clayton anti-trust laws. The alleged agreement was to the effect that Great Lakes steamship companies had an understanding to delay the opening of navigation from April 1 to May 1.

George Marr, secretary of the Lake Carriers' Association, declares that his organization had at no time entered into any kind of agreement to delay opening of the lake navigation season one

month. A. E. Bernstein, Federal district attorney at Cleveland, in his injunction proceedings charges that the vessel owners entered into an agreement last December that none of them would accept a contract for spring shipment to be started prior to May 1. He also alleges that the combine agreed that a relation should be maintained between the rates charged for the transportation of grain and those charged for ore so that the ratio should be three cents for a bushel of grain and 70 cents for ore. This, the Government alleges, is a violation of the anti-trust laws. The agreement resulted, the Government alleges, from a rate war last season which cut grain carrying charges from 2½ to 1½ cents. Bernstein says the vessel owners at their meeting decided this would be harmful to their interests if continued. In previous years the lake season opened between April 1 and April 15, depending upon weather and ice conditions on the Great Lakes. Bernstein says the vessel owners were given an opportunity to abandon their alleged agreement but refused and then the injunction proceedings were instituted. The investigation by the Government into the alleged agreement followed a formal complaint made by Representative Walter H. Newton of Minnesota.

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Robert O. Beatty, manager of the ore docks of the Pennsylvania Railroad at Buffalo, has been appointed Buffalo manager of the Western Stevedoring Company, a subsidiary of the railway, which has taken over operation of the Connecting Terminal Grain Elevator on the Buffalo River. The company has opened offices in the Chamber of Commerce Building. Mr. Beatty says the elevator will be operated as heretofore and that no changes will be made in the working force. George De Booth, who has been superintendent of the Connecting Terminal Grain Elevator for several years, will remain in that position.

* * *

Louis W. Rammacher, general superintendent of the Concrete-Central, Electric and Mutual Grain Elevators in the Buffalo harbor, operated by the Eastern Grain, Mill & Elevator Corporation, died early this month after an illness of several months. He was 50 years old and is a brother of John J. Rammacher, vice-president of the corporation. Mr. Rammacher had been closely identified with the elevator and grain trades at Buffalo for more than 20 years and was highly regarded by officers and crews of Great Lakes grain carriers that loaded and unloaded grain at these elevators. Mr. Rammacher is survived by his widow.

TOLEDO

S. M. BENDER

CORRESPONDENT

SOFT wheat premiums continued to increase during the past month on account of the decrease in receipts and light country offerings coupled with a brisk milling demand. The bid basis is now 24 cents over Chicago May, Toledo rate points. This is the high point for the crop and still fails to bring out heavier offerings from country points. It is known there is some wheat being held back for a certain price but what that price is no one can guess. Soft wheat millers have experienced a shortage this year that is almost unprecedented and they have been forced to use Hard wheat to fill out their requirements. No. 2 White wheat, which earlier sold at a discount, is now bringing one cent premium. Stocks of wheat here are small as compared with other years and are not likely to increase the balance of the season. Prospects for the new crop of Winter wheat are the poorest in years.

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Receipts of corn have shown improvement in the quality but are so small that buyers are very easy to find. During March, when receipts in this territory should have been the largest on the crop, they were the smallest in many years. Many firms were forced to bring in western corn to supply their requirements. Buyers and mixers say they cannot remember another year just like the last and up to date this year. Country offerings have been likewise small and in many cases cars that would ordinarily come to this market have just moved over to an adjoining county where the crop was short.

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Red Clover prices have remained firm during the past month though trade has not been up to expectations. Deliveries on March contracts were fairly liberal but went into strong hands and were mostly shipped out to meet spring requirements. Stocks here are light and with a brisk trade during April should readily disappear. Domestic Clover is selling at about \$10 under last year and this should help to stimulate the sales of Clover this season. However, it has been noted that farmers are some-

times forced to use other seeds rather than Clover. The reports of the new crop have so far been rather pessimistic, the same conditions that have affected Winter wheat having caused damage to the Clover. Freezing and thawing caused some fields to heave, and whether this will be remedied by good prospects in other sections remains to be seen. The imports have been very small this year and stocks of foreign Clover in this market are said to be very small. The objections that have been raised to stained seed are pure bunk but have been fostered by some who would profit thereby. It has been proven in Ohio, Indiana and Michigan that French Clover can be, has been and will be raised and turns out as well and in many cases better than our own domestic grown. October Clover, the new crop future is now on the board and has ruled firm during the past month. It started out at \$15 and has since sold well above \$16. Declines bring fresh buying from interior dealers and the trade here has permitted getting in and out of the market very easily.

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Another new feature that has been added to the Toledo market is the transit arrangements which permit seed to be brought in here from western points and shipped east in straight or mixed carlots on through rates. This is the biggest step forward Toledo has taken in many years and should prove highly valuable to dealers all over the country. The only thing needed is that dealers may be brought to a full realization of the excellent facilities for handling seed here and they will use them. Alsike and Timothy have ruled firm during the month and Timothy appears headed for higher levels. Stocks of both are not burdensome and with a fair spring trade should fade away very rapidly. The dealers await better weather to start the ball rolling on field seeds and when it comes they will be fully prepared to fill orders promptly.

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Kenton D. Keilholtz, of Southworth & Co., J. D. Hurlbut, of the Toledo Grain & Milling Company, and Harold Anderson, of the National Milling Company, were initiated into the Elks Lodge during the past month.

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Grain dealers of southern Michigan held their regular monthly meeting in Tecumseh last month and about 30 dealers and directors attended. Crop conditions and cost of operating elevators were brought up for general discussion.

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A hay barn belonging to the firm of Poast & Dawson, Bryan, Ohio, and located near the N. Y. C. R. R. at that station was destroyed by fire on the afternoon of March 6. The barn contained 11 carloads of hay and straw valued at \$1,500 and the building was estimated to be worth \$3,000. The cause of the fire was not discovered.

* * *

The Ohio Grain Dealers Association, under the capable leadership of its officers has more than doubled its membership during the past year. Secretary Bill Cummings, of J. F. Zahm & Co., has led in the campaign to secure new members. Joe Doering, of Southworth & Co., leads the grain men in the number of new members secured, for which a prize will be given at the annual meeting to be held in Lima, Ohio, June 19-20.

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Toledo market quotations are being broadcasted daily by Detroit and Pittsburgh and can also be secured at any one of the branch offices of Jackson Bros. & Co., Lamson Bros. & Co., J. S. Bache & Co., Bartlett Frazier Co., and Hulburd, Warren & Chandler. These branch wires can secure almost instant quotations direct from the Toledo Exchange floor.

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Grain inspection in this market during the past month were 247 cars of wheat, 133 cars of corn, 108 cars of oats, and one car of rye. Total number of cars inspected, 501.

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John H. Taylor, treasurer of the Northwestern Elevator & Mill Company, was in Florida for several weeks and returned during the past month.

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Among the April birthdays will be that of Bill Cummings, of J. F. Zahm & Co., who will be 55 on the twentieth and Walton Stone, of the Churchill Grain & Seed Company, who will reach his fifty-seventh milestone on the thirtieth.

* * *

The Northwestern Ohio Farmers Grain Dealers held their regular monthly meeting in Whitehouse, Ohio, Monday evening, April 2, and the Toledo gang was there in full force. Managers attending were: President Andy Hornung, New Bavaria; Secretary George Crockett, Grelton; N. G. Bennett, McComb; Gus Lergier, Weston; J. Baumgardner, Milton Center; Bill Pickard, Bowling Green; Charles Schuller, Sugar Ridge; D. O. Hollicker, Whitehouse; A. W. Rohrig, Charles Latchaw and Judge Palmer of Defiance. The Whitehouse Band of about 50 pieces entertained and the meeting followed.

Being one of those balmy spring nights, some of the boys stopped at Bill Savage's up-river home and were royally entertained as usual. Those motoring from Toledo were Bill Cummings and Joe Streicher of J. F. Zahm & Co.; Charles Keilholtz, Joe Doering and Siva Bender of Southworth & Co.; George Woodman, of the Norris Grain Company, George Beeley, of the C. A. King & Co., and Bob De Vore of H. W. De Vore & Co., and Wright McConnell, of the McConnell Grain Corporation, Buffalo, represented that market.

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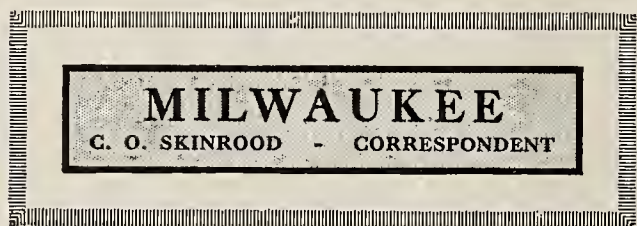
"Rush" Croninger, formerly manager of the Grand Rapids Farmers Grain Company, Grand Rapids, Ohio, is now located at Porterville, Calif., Box 1015, and will be glad to hear from his old friends.

* * *

Another old timer of the Toledo Produce Exchange passed away when Henry W. De Vore, senior member of the firm bearing his name, died Friday, March 23, at the age of 76 years. He had been a member of the exchange for 52 years and was one of the original hundred. He was the oldest living member up to the time of his death.

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The Garman Elevator, Delphos, Ohio, was damaged by fire March, 21. The fire originated in the drier, where 1,000 bushels of corn were being dried. The loss was estimated at \$1,000, the main part of the plant escaping serious damage.



THE prediction of Milwaukee grain men last fall that this market would have record offerings of corn for this season has come true in a remarkable way. March figures on receipts added to the excellent showing of the local market with receipts of more than 2,097,000 bushels, as compared with a supply of only about 552,000 bushels for the same month a year ago. Barley, as in past months, is the only other grain which is making a favorable comparative showing with the corresponding month of last year.

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The scarcity and the heavy exports of rye have boosted the price to the highest peak that this grain has attained for about a 10-year period. The Milwaukee market went up more than a dime in about 10 days. Milwaukee grain men point out that the farm reserves of rye are about 1,000,000 bushels under those of a year ago, while the recent visible supply report indicated supplies of 4,668,000 bushels as compared with approximately 14,464,000 bushels at the same period a year ago. Thus the visible supply figure is down about 9,000,000 bushels, an immense reduction in this item. W. A. Hottensen, former president of the Milwaukee Chamber of Commerce, declared the unusually heavy exports of American rye were the main factor for the recent soaring of the price. He stated that not only was the German crop badly damaged by the floods but that Germany had also been compelled to import large amounts of American rye, thus supplying a liberal export outlet for American supplies and helping to make the price to soar. Mr. Hottensen says that the Germans like the American rye to blend with their own. Since Germany is a very large consumer of rye, this export demand provided a tremendous stimulus to the recent price boost, he explained.

* * *

Milwaukee's malt production, which has been climbing for a number of months, is now back on the toboggan again, the shipments of the past month having declined to only 300,000 bushels as compared with shipments of no less than 454,000 bushels for the comparative month a year ago. No adequate explanation has been offered as to the real reason for the material decline in malt shipments and malt production.

* * *

This city's grain storage is almost entirely composed of holdings of oats and rye as might be expected from a reading of the recent tendencies in Milwaukee's grain trade. The supply of corn in storage is 3,321,000 bushels and there are also more than 591,000 bushels of corn afloat in ships ready to be taken out just as soon as navigation opens. This makes a total supply of corn on hand of upwards of 4,000,000 bushels as a result of the record offerings of this type of grain.

Despite the smaller receipts of oats in recent months the storage supply of this grain as April opens is in excess of 1,024,000 bushels. The barley holdings in the face of larger receipts, are very light with just 96,000 bushels. The wheat holdings at Milwaukee are almost negligible with only about

14,000 bushels. The rye storage is down to 48,000 bushels at the opening of the month, which is about the low figure that might be expected after a season of very small receipts.

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The annual dues for the new fiscal year beginning in April as fixed by the Chamber are \$125, payable in two equal semi-annual installments. If these dues are not paid promptly within 30 days, there will be added \$5 to each of the installments.

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Milwaukee will shortly have some additional ship service as the Wisconsin-Michigan Transportation Company has purchased the steamer *Missouri* and will place it in service as soon as navigation opens between Milwaukee, Grand Haven and Muskegon in Michigan. The *Missouri* was originally the property of the Northern Michigan Transit Company, but was owned more recently by Warren Cartier of Ludington, Mich.

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Adoption of a new policy by the Federal Government at Washington will save harbor interests of Milwaukee several hundreds of thousands of dollars each year, according to William George Bruce, president of the Milwaukee Harbor Commission. The new policy is that of the Federal Government paying for the improvement of rivers that serve inner harbors on the Great Lakes. The new policy was announced by Gen. Herbert Deakyne, assistant chief of army engineers.

* * *

The Milwaukee Harbor Commission has received a report that the Rivers and Harbors Committee of the House of Representatives is planning to come to the city during the summer to inspect the harbor developments here. William George Bruce, head of the Harbor Commission, is delighted to have the Rivers and Harbors Committee come here. Mr. Bruce says he believes that the congressmen will be much impressed with what they see here and he hopes the tour will develop a spirit to co-operation with the Great Lakes harbor officials which will be of great benefit in the future.

* * *

W. A. Hottensen, former president of the Milwaukee Chamber of Commerce, wound up his administration with a good will feature—that of giving a dinner to all the members of the Milwaukee Chamber who had served on the Board of Directors during his regime. The dinner was informal and a visiting affair without any set speeches and was held at the Milwaukee Athletic Club.

* * *

So stirred up have the Milwaukee grain men been concerning the late opening of lake navigation that the Chamber of Commerce sent P. P. Donahue down to Washington to appear in the hearing before the Department of Justice in which inquiry was being made as to why this step had been taken and to ascertain if there had been any conspiracy in the reaching of this decision. Mr. Donahue was appointed by the president of the Chamber of Commerce and he was instructed to bring in the most forcible protest possible against the scheme of vessel interests to delay the opening of lake shipping. Milwaukee grain leaders declare there is no reason why navigation can not open very early this year after the mild winter and the early advent of spring, all of which suggest that instead of a delay, the lakes traffic should start earlier than ever this year. Records at Milwaukee show that only three times in 75 years have the Straits of Mackinac been closed by ice as late as May 1. This also shows the artificial character of the proposed new shipping policy, according to local grain men. Last year the first ship came in to Milwaukee as early as April 11. Three boats are now loaded with grain here ready to go out as soon as navigation is permissible.

* * *

J. L. Bowlus has been reappointed as the manager of the transportation department of the local Chamber of Commerce. Mr. Bowlus has served as traffic expert for the Chamber of Commerce for a number of years and has a high standing with the local grain men. His appointment was a foregone conclusion in recognition of his alert service in keeping this market on a parity in rates with other leading grain markets.

* * *

An old time Milwaukee grain man, Charles Knowles, died in Portland, Ore., at the age of 64. Word was received here by his brother Richard H. Knowles, weighmaster. Mr. Knowles was a member of an old Milwaukee family and was connected for many years with the old George Knowles Grain Company. He left for the west about 10 years ago and has been conducting another line of business in Portland. He is survived by his widow, the former Miss Lizzette Slater.

* * *

The Milwaukee Chamber has again fixed the rate on advances at 6 per cent despite the fact that the money market has firmed up considerably, both for time and call money.

OMAHA

B. O. HOLMQUIST CORRESPONDENT

AN ADDITION of 500,000 bushels' storage capacity is being made to the C. B. & Q. Elevator in Council Bluffs, operated by the Farmers Terminal Elevator Company. This plant originally had a capacity of 1,000,000 bushels, but when this new annex is finished, it will have a total capacity of 2,000,000, a 500,000 bushel annex having been constructed several years ago. W. J. Hynes, president of the Hynes Elevator Company, is also the head of the Farmers Terminal Elevator Company.

Plans have been drawn and construction will begin in the very near future on the new Illinois Central Elevator of 1,000,000 bushels' capacity, to be operated by the Crowell Elevator Company. Work is progressing rapidly on the 1,000,000-bushel addition to the Chicago and Northwestern Railway Company Elevator in Council Bluffs, operated by the Updike Grain Corporation. When this addition is completed, this elevator will have a total capacity of 2,500,000 bushels. Negotiations are under way for additional storage capacity for at least two more terminal elevators in the Omaha market. One million bushels was added last year to the capacity of the Missouri Pacific Elevator, so that by the end of 1928, storage facilities in this market will have been increased fully 25 per cent. Besides the advantage of increased storage, handling facilities have been improved and enlarged so that it will be possible for these elevators to handle a much greater volume of grain more quickly and more economically than heretofore.

A. R. Kinney, president of the Nebraska Consolidated Flour Mills Company, returned to his duties at his office on Tuesday, April 10, after having spent two weeks in the hospital following an operation for appendicitis.

Mel Uhl, Jr., of the Black-Hawk Grain Company, returned Sunday, April 8, from California, where he was called several weeks ago by the death of his father.

J. T. Buchanan of the Omaha Elevator Company, accompanied by Mrs. Buchanan, is at present traveling in the Pacific Coast territory. While this is primarily a pleasure trip, Mr. Buchanan has been able to call on some of his company's representatives on the coast, and reports from Seattle that at the present time, business is rather quiet in that territory.

For the past few days, the grain trade in Omaha has been greatly hampered by damage to telephone and telegraph wires done by an April sleet and snow storm. In the immediate vicinity of Omaha, there was 10 inches of wet, heavy snow on the level and drifts in some spots along the highways were from four to six feet deep. The snowfall started during the night of April 6 and continued all the next day, accompanied by a high wind. It is said that it will take the telephone, telegraph and electric light companies at least two weeks to restore service to normal. Some damage was done to early fruit and vegetables and it is possible that oats and Alfalfa may be damaged slightly. However, the snow was of great benefit to winter wheat in this territory and has put the soil in fine shape for corn-planting next month. As the storm did not extend over 50 miles west of Omaha, the great South Platte winter wheat belt was not benefited.

The annual trade excursion of the Omaha Chamber of Commerce will be held this year during the week of May 14 to 19, inclusive. The itinerary covers the richest coarse grain territory of Nebraska and it will also cover what is known as the Winner line of the C. & N. W. Railway in South Dakota. Stops will be made at all stations on the C. St. P. M. & O., the Ashland and O'Neill divisions of the C. B. & Q., and the Norfolk and Winner divisions of the C. & N. W. While reservations have not yet been made, it is expected that a large number of grain firms will be represented on this trip, which has always proven to be a big trade-builder for Omaha.

Grain Exchange members are taking a very active interest in the national convention of the Izaak Walton League, which will be held in Omaha during the week of April 16 to 21. The grain exchange boasts of nearly 100 per cent membership in the league, as every firm in the Exchange with the exception of only one or two, has at least one member of the league among its executives. Most of the committee heads in charge of the entertain-

ment of the visitors are grain exchange members. Among those very active in the Walton League are M. I. Dolphin of the Dolphin-Jones Grain Company; L. L. Quinby of the Mid-West Grain Company; F. C. Bell of the Updike Grain Corporation; A. McKinley of the Omaha Elevator Company, and C. W. Adams of the Black-Hawk Grain Company. Officials of the Izaak Walton League expect this convention to be the largest ever held by the league and extensive preparations have been made by local people for their entertainment. Hotel reservations have been received from every state in the Union with the single exception of Arizona, up to date.

NEW YORK

C. K. TRAFTON - - CORRESPONDENT

THE large and representative audience, numbering over 1,200, which filled the ball room of the Waldorf-Astoria Hotel and the double tier of boxes on the evening of March 20 were enthusiastic in their reception of the second minstrel show given under the auspices of the New York Produce Exchange Bowling League. It was the unanimous opinion that the show was bigger and better in every way than the initial performance given last year. Those who had witnessed last year's show expressed some doubt as to the ability of our amateur entertainers to accomplish anything more ambitious and even among some of the show company may have had some suspicion that they would be unable to "put over" successfully the long and varied program arranged by the committee. As the show got into its full swing, however, it was speedily demonstrated that such fears were groundless. Clearly disclosing the results of many weeks of diligent rehearsing, the entire company of soloists, soubrettes, specialty men, and chorus made easy work of the many novel features which had caused some uneasiness at the outset. From "Billy" Burke's opening bit before the curtain to the rousing finale by the whole company the closely packed program went off without a hitch. The acts, songs, and dances followed in such close succession, all hands working with such clock-like precision to complete the show within the allotted time, that the audience found little time for applause. Yet there was applause aplenty and it was hearty and vigorous enough to make it plain that the show was "going over big."

Among the features which contributed to this result were the clever soubrettes or dancing girls (?); the intricate but well executed "tambo" drills by the entire chorus; the unexpected appearance of the "Glee Club" marching through the center of the auditorium; and the "volunteer" singing of old-time choruses from the boxes. It would be a waste of time to pick out any particular features for special mention. There was enough honor for all and there was no denying the fact that every member of the company was deserving of the highest praise for faithful co-operation, entailing considerable sacrifice of time and personal interests.

Having made such a great success in presenting their second annual minstrel show, the members of the New York Produce Exchange Bowling League have again settled down to their weekly sessions on the alleys and the number of double-century scores recorded indicated that many of the boys were rounding into excellent shape. The members to attain this distinction were Brendel and Frey, each with 235; Dahl with 221-210-202; Therrien, 214; Broecker, 213-200; Hook, 210; Benkert, Gerard and Kaiser, each with 208; Connor, 203; Straub, 201. Another gratifying feature was the growing tendency to consistency, the following series being recorded: Straub, 192-172-191; Moore, 178-171-189; Gerard, 172-187-208; Frey, 170-184-182; Broecker, 169-200-177; Wagner, 184-175-173; Benkert, 175-161-164, and Brendel, 164-171-166.

F. D. Oschmann, for several years connected with the Bunge-North American Grain Corporation, who recently resigned his associate membership in the New York Produce Exchange, has been elected to regular membership.

Burt W. Marx, connected with the grain department of Clement, Curtis & Co. on the Chicago Board of Trade, was among the visitors registered on the New York Produce Exchange last month.

Federal grain supervisors representing all divisions east of the Pacific Coast met in New York on March 28, 29, and 30 to discuss questions pertaining to the work of their Bureau. Those in attendance were: R. T. Miles, in charge, general headquarters; Frederick Smith, in charge, inspection efficiency; W. P. Carroll, division supervisor,

Great Lakes division; E. L. Morris, Kansas City division; Clark Russell, Indianapolis division; Philip Rothrock, New York division; E. J. Murphy, Washington, D. C.; Ralph Gilbert, New York district supervisor; Joseph Elstner, of the New York office.

Through the courtesy of the Pennsylvania Railroad Company the special tug *Lancaster* was placed at the disposal of the New York Produce Exchange and the visiting supervisors, for an all day trip around the New York Harbor on Wednesday, March 28. A splendid luncheon was served aboard the *Lancaster* to the visiting supervisors and representatives of the New York Produce Exchange. Besides the visiting supervisors those making the tour of the harbor included William Beatty, president of the Exchange; J. Ward Warner, president North American Grain Export Association; A. C. Field, chairman; James O. Donohue, W. F. Rosar, Walter Trappe and Harry Gere, all members of the Committee on Grain, and Laurel Duval, chief, grain inspection department. On Thursday, March 29, the Committee on Grain tendered a luncheon to the visitors at the New York Produce Exchange Luncheon Club. Before departing for their homes the officials of the Government expressed their appreciation of the opportunity to meet the representatives of the New York Produce Exchange and to see the grain handling facilities of this country's great port.

Owing to the large number of applications for membership posted on the bulletin boards, the Board of Managers of the New York Produce Exchange found it necessary to hold two meetings in order to vote thereon. Representatives of stock, investment, and banking concerns elected at the meeting on March 22, were: John E. Greenia of Faber, Greenia & Co.; Louis L. Grumet of Hewitt, Brand & Grumet; E. M. Hamlin of E. M. Hamlin & Co.; James H. O'Neil of Goodbody & Co.; Francis M. Weld of White, Weld & Co.; Jacob Windheim of Nehemiah Friedman & Co.; Isadore Weill, and W. D. Yergason. At the meeting on April 5 the following were elected: Herbert Fraiman of Burham, Herman & Co.; Louis Kaiser of Louis Kaiser & Co.; Arthur E. McCabe of McCabe & Fradley; Theodore Prince of Theodore Prince & Co.; Charles V. Snedecker of Carreau & Snedecker; Archibald Graham of Graham & Moore; Alfred J. Liebmann, O. J. Thomen, H. C. Dackerman, George A. H. Churchill.

Sensational developments featured the trading in tickets of membership in the New York Produce Exchange during the past month. Early in the period a continued good demand was in evidence based on a belief in well-informed quarters that the establishment of a department for trading in unlisted or "over-the-counter" securities was virtually assured. It was said that creation of this new department may be accomplished in a few weeks. Buying was further stimulated by a report that P. J. Shea, the securities specialist of the state attorney general's office, was drafting a proposed piece of legislation which would make mandatory the basing of prices of unlisted securities on values arrived at in an open market. This report was definitely confirmed at Mr. Shea's office. On this buying movement tickets became extremely scarce and bids were advanced a thousand dollars or more at a time. As a result regular tickets sold at the unprecedentedly high figure of \$23,000, while associate tickets sold at \$18,000. A severe reaction then ensued which was regarded in some quarters as nothing more than a "natural reaction" after the quick and radical advance. A number of speculative buyers became anxious to take in their hands some profits and this pressure increased when one broker in tickets sent out a circular letter, suggesting that the proposed new department might not prove to be successful, in which event there would be a sensational drop in the price of memberships. Confidence was also shaken by the fact that several hundred members took advantage of an offer to buy seats in the Maritime Exchange at \$65, leading to fears of a general "unloading" movement by those who believed that they would be able to transact their business on the latter exchange with a much lower "overhead" in the shape of membership expenses. Prospective buyers suddenly withdrew almost entirely and with sellers soliciting bids at successively lower figures the price for regular tickets was speedily forced down to \$11,000, while "associates" dropped to \$8,000. The break was halted at those levels, partly by the optimistic reports regarding the prospects for the new securities market and also as a result of a canvass of grain and steamship men on the Exchange which was said to have indicated clearly that the buying of Maritime Exchange tickets was purely speculative, being based on their extremely low price which seemed to offer opportunities for substantial enhancement in keeping with the sharp advance in the value of memberships in all other exchanges. Moreover, it was pointed out that as the Produce Exchange is the greatest grain export market in

North America it would be impossible for grain, freight, or steamship brokers to carry on their business on any other floor. Finally, it was noticed that most of the tickets "thrown over" were going into strong hands. As a consequence the regular tickets soon snapped back to \$15,000, while associate tickets were quoted at \$9,000@ \$10,000. The market is now quiet but, according to close observers, is getting ready for a renewed upturn as additional favorable reports regarding the proposed new market are expected to stimulate fresh buying by dealers in unlisted securities who have refrained from buying heretofore.

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Harry G. Gere, head of the Gere Grain Company, who recently resigned his regular membership in the New York Produce Exchange, has been elected to associate membership.

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Because of the good outlook for the inauguration of a new "over-the-counter" securities market on the New York Produce Exchange the following representatives of houses engaged in that business have made application for admission to membership: William G. Parker of McCabe & Fradley; Gardner Hiron of the Hiron Securities Corporation, and Ransom Y. Place.

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Harry E. Beardsworth of the Canada Atlantic Grain Export Company, Ltd., who recently resigned his regular membership in the New York Produce Exchange, is an applicant for admission to associate membership.

* * *

George E. Booth, a member of the well known commission house of Lamson Bros. & Co., on the Chicago Board of Trade, stopped off for a brief visit on the New York Produce Exchange late last month while on his way for a tour of several months in Great Britain and on the Continent.

* * *

The New York Produce Exchange furnishing a "curb" market for the Chicago Board of Trade, was an interesting feature early in April. This event occurred early in April when the publication of the Government report on wheat was followed by active trading in Chicago contracts in the local pit, the business being done in some cases at over 2 cents above the official closing prices in Chicago.

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Bernard Rickenback of Bergstrom, Staevé & Co., exporters and importers, who recently resigned his regular membership in the New York Produce Exchange, has been elected to associate membership.

* * *

Members of the New York Produce Exchange, but especially those in the flour trade, were deeply pained late in March to learn of the death of Herbert W. Cowing, who was a prominent figure in the trade for many years as a member of the old firm of Cowing & Roberts. Mr. Cowing was 77 years old.

* * *

Announcement of the death of William H. Clark on March 22, at the age of 68, was received with deep regret by many members of the New York Produce Exchange. For many years Mr. Clark had been prominent in the hay trade, but latterly had been connected with N. T. Swezey's Sons & Co., flour distributors.

ST. LOUIS FAIRMOUNT CORRESPONDENT

THE St. Louis Merchants Exchange by vote of 139 to 53 disapproved a proposal that all members doing business as individuals or firms furnish a corporate surety bond to the amount of \$10,000 made in favor of the exchange as trustee, to cover any possible losses to other firms or members.

* * *

August F. W. Luehrmann, president of the Luehrmann Grain & Milling Company, died March 11 at the Jewish Hospital. Mr. Luehrmann was an old member of the Merchants Exchange and his loss will be severely felt.

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C. D. Cole, president of the H. C. Cole Milling Company of Cairo, Ill., died on March 13 at Cairo. Mr. Cole was 84 years old and up to his death was very active and a frequent visitor on the Merchants Exchange.

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P. P. Connor, 88 years old, died on March 19. Mr. Connor was one of the oldest members of the Merchants Exchange, his membership predating the present organization, he being a member of the old St. Louis Union Merchants Exchange. Mr. Connor has been an honorary member for some time since his retirement from business. He was formerly

connected with Connor Brothers & Co., an old St. Louis firm which went out of existence some years ago. Mr. Connor was a native of Ireland being brought to the United States when he was 8 years old. His family settled in Springfield, Ill., but Mr. Connor disliked farm occupation and came to St. Louis 56 years ago. He engaged in the grain business with his brother, M. J. Connor. Mr. Connor took an active part in all the affairs of the Merchants Exchange until his retirement, he continued to visit the exchange several times a week to chat with the old acquaintances. He is survived by two daughters, Daisy and Anna Connor, three sons, James A. Connor a grain broker, W. C. Connor of Minneapolis, and Joseph M. Connor of Detroit.

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W. C. McCoy, who for the past 22 years has been in charge of the wheat department of the W. D. Orthwein Grain Company, has severed his connections with this firm effective May 1 and will be engaged with the J. F. Imbs Milling Company of St. Louis and Belleville, Ill.

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E. P. Costello, traffic commissioner of the Merchants Exchange, went to Chicago, on Monday, April 9, to attend a hearing of the Interstate Commerce Commission on a complaint made by the Kansas City millers several years ago, alleging that the rate on flour from Minneapolis to points in Central Freight Association territory works against the Kansas City millers and asked the permission to place the two markets on an equality. The Commission found that rates from Minneapolis did discriminate and that they were entitled to rates from Kansas City no higher than rates applied from Minneapolis. St. Louis intervened and asked them to continue equality of rates from Missouri River through Chicago, Peoria and St. Louis than have been in effect many years. The carriers in compliance with order published through rates from Missouri River markets to destination involved lower than the combination on St. Louis, Peoria and Chicago and on request of the Merchants Exchange and Minneapolis they were suspended pending a hearing. He also will attend a hearing April 21 at Indianapolis in reference to the Indiana and Ohio grain rates which were suspended on complaint of the St. Louis Merchants Exchange.

* * *

John J. Schulte, a member of the Merchants Exchange, for many years conducting business as George J. Schulte & Co., which was organized by his father, is now with the Picker Beardsley Commission Company, in charge of their hay department. Mr. Schulte is very well liked among the trade and much success is wished him in his new venture.

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Ed. Pfeffer, president of the Pfeffer Milling Company of Lebanon, Ill., was a visitor on March 13.

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A. McMillen, of the Riley Feed Company of Pine Bluff, Ark., was a visitor on March 5.

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F. X. Murphy of the Garland Milling Company of Greensburg, Ind., was a visitor here on March 15.

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C. Christianson of Calgary, Canada, was a visitor on March 12.

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N. E. Carpenter of the Hall Baker Company, of Kansas City, was here on March 24.

GRAIN NEWS FROM BOSTON

By L. C. BREED

Schroeder & Co., Inc., Boston, has been incorporated with a capital stock of \$100,000 to conduct a business in grain and flour. The incorporators are John A. Schroeder, Emma K. Schroeder, both of Norwood and Charles J. Koelsch of Milton.

New England Poultry & Supply Company, Springfield, Mass., was incorporated with a capital stock of \$50,000, to deal in poultry supplies, implements, etc. The incorporators are George H. Schnare, Elbert S. Jebb and John H. Wylie, all of Springfield.

The Voluntown Farmers Coöperative Association of Voluntown, Conn., has been incorporated with a capital stock of \$2,000., to deal in grain and feed. Emil Nyman is manager.

Two applications for membership in the Boston Grain & Flour Exchange recently have been submitted. Henry O. Lynch, foreign freight agent Boston & Albany R. R., for active membership. John A. Radcliffe of the A. Culver Co. of Rockland, Mass., dealers in grain and feed for associate membership.

Carl J. B. Currie, chairman of the committee in charge of the annual banquet that was held last month, reports that it was a financial success as well as an enjoyable social event for the members of the Exchange.

At the annual meeting of the Eastern States Farmers Exchange, recently held at Springfield, Mass., Louis W. Dean of Waltham, Mass., was elec-

ted president and F. L. Davis of Hartford, Conn., and Daniel Howard of East Greenwich, R. I. vice-presidents. The business of the Exchange for 1927 totalled nearly \$8,000,000.

As the result of negotiations recently conducted between the Boston Grain and Flour Exchange and the Boston Curb Exchange, the two exchanges are now affiliated. In order to provide the necessary facilities for the Boston Curb Exchange, more than 200 new wires were brought into the building. On the trading floor many telephone booths were added. About 30 of the Boston Curb Exchange became members of the Boston Grain and Flour Exchange. The opening day of the new arrangement was made an occasion for a social luncheon at noon on Monday, April 2. Tables were set in the reading room and several large bouquets were placed on them.

Normal conditions have prevailed in New England in regard to the sale of grain, during the month of March. Prices have not widely fluctuated. In feedstuffs supplies are scarce for prompt shipment and prices are tending upward, but for delayed shipment a lower range is ruling with shippers. Canadian feed is offered in a limited quantity. The hay market has been fairly firm as receipts have not been heavy. The shipment to London during the month, of 500 tons, tended to strengthen prices. The receipts at Boston for local consumption during March were 205 cars. Of rye straw 13 cars were received.

During March, 160,400 bushels of wheat were exported to Liverpool; 32,000 bushels to London; 17,000 bushels to Manchester; 102,000 bushels to Antwerp and 132,000 bushels to Hamburg and Bremen. 24,000 bushels of oats were exported to Antwerp and 48,000 bushels of rye to Bremen.

The stocks of grain in regular elevators at Boston, as of March 31, were as follows: Wheat, 776,021 bushels; oats, 9,549 bushels; rye, 2,900 bushels; barley, 66,753 bushels.

The receipts of grain at Boston during the month of March, as tabulated by the Boston Grain and Flour Exchange, were as follows: Wheat, 121,125 bushels; corn, 3,725 bushels; oats, 65,200 bushels; rye, 2,325 bushels; barley, 825 bushels; malt, 3,800 bushels; mill feed, 80 tons; cornmeal, 400 barrels; oatmeal, 4,179 cases and 500 sacks.

Among the visitors to the Exchange during the month of March, outside of New England, were the following: H. L. Burns, Watertown, Wis.; James F. Doyle, New York City.; Arthur Taylor, Liverpool, England; W. G. Hales, Chicago, Ill.; B. Stockman, Duluth, Minn.; Arthur Shank, Milwaukee, Wis.; R. C. Schiller, Duluth, Minn.; W. C. Boeke, Cascade, Montana.

NATIONAL EGG WEEK SLATED FOR MAY

Inasmuch as feed is the most important raw product drawn upon to effect egg production, elevator owners and other feed-makers or retailers will be interested in the success predicted for "National Egg Week," which has been scheduled for observance from May 1 to May 7. The National Poultry Council, with executive offices in Davisville, R. I., is promoting the observance of egg week with the object of protecting and furthering "the interests of the American hen and her billion-and-a-quarter dollar industry."

Posters, stickers, press notices, sample radio talks, and other egg-publicity material have been published and are being distributed by the Council. Feed manufacturers are among those who are interested in the project. The principal appeal to the public will be that of the health value and taste value of eggs in daily diet.

GRAIN INDEX UP; HAY DOWN

The Department of Agriculture index figure of the general level of farm prices advanced during month ending March 15, from 135 to 137 per cent of the pre-war price level. The hay index figure declined, but the group indexes showed increases in grains and cottonseed. Hog prices declined while corn prices mounted 10 per cent, and the "corn-hog ratio" is given officially as 8.7, compared to 9.6 in the preceding month.

NEW POOL ELEVATOR FORMED

A new plan has been devised in the state of Oklahoma under which a subsidiary of the Oklahoma Wheat Growers Association known as the Wheat Growers Pool Elevator has been incorpor-

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ated, capitalized at \$500,000. This stock is sold among members of the association and the money is used for the leasing, purchase or construction of elevators at loading centers in the state. Wheat of members of the organization may be delivered at these elevators and handled for loading at actual cost.

The Oklahoma organization today has 18 elevators under lease and five under direct ownership. A. C. Potts is director of the Oklahoma Wheat Growers Association.

MARCH RECEIPTS AND SHIPMENTS

BALTIMORE—Reported by Jas. G. Hessong, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	763,243	1,967,327	1,292,113	2,311,747
Corn, bus....	310,586	418,767	51,428	140,966
Oats, bus....	58,272	61,559	.....	25,100
Barley, bus..	183,644	47,131	645,000	181,798
Rye, bus....	4,443	169,833	34,396	56,779
Malt, bus....	16,702	20,354	.....	.....
Mill Feed, tons.....	750	795	.....	.....
Straw, tons..	22	5	.....	.....
Hay, tons....	841	1,354	.....	.....
Flour, bbls..	76,332	101,124	5,174	41,199

CHICAGO—Reported by Lyman C. West, statistician of the Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	2,279,000	1,515,000	1,163,000	1,016,000
Corn, bus....	13,893,000	7,791,000	4,919,000	2,763,000
Oats, bus....	4,854,000	3,525,000	2,482,000	2,054,000
Barley, bus..	729,000	506,000	266,000	241,000
Rye, bus....	233,000	114,000	58,000	118,000
Timothy Seed, lbs.	1,826,000	2,601,000	2,578,000	3,079,000
Clover Seed, lbs.	1,313,000	1,671,000	1,217,000	2,102,000
Other Grass Seed, lbs..	1,955,000	2,551,000	1,848,000	2,264,000
Flax Seed, bus.	220,000	169,000	1,000	.....
Hay, tons....	7,211	9,227	602	1,713
Flour, bbls..	1,060,000	1,119,000	532,000	690,000

CINCINNATI—Reported by J. A. Hallom, Chief Inspector of the Board of Trade, Inc.

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	137,200	211,400	277,200	338,800
Shelled Corn, bus.	576,800	569,800	399,000	488,600
Oats, bus....	416,000	324,000	352,000	344,000
Barley, bus..	11,200	3,200	1,600	.....
Rye, bus....	1,400	11,200	.....	4,200
Grain Sorghums, lbs. ....	.....	4,200	.....	.....
Ear Corn, lbs..	5,000	11,000	.....	.....
Feed, tons....	390	210	.....	.....
Hay, tons....	9,878	4,125	.....	.....

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	3,946,228	2,329,970	541,330	965,964
Corn, bus....	89,636	3,386	.....	.....
Oats, bus....	77,162	24,121	26,500	175,120
Barley, bus..	528,902	101,140	.....	90,000
Rye, bus....	1,114,753	900,333	16,566	.....
Flax Seed, bus.	108,655	299,511	294,908	311,565
Flour, bbls..	88,705	64,300	89,610	53,850

FORT WILLIAM, ONT.—Reported by E. A. Ursell, Statistician of the Board of Grain Commissioners for Canada:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	3,251,329	6,306,504	887,638	3,571,055
Corn, bus....	.....	10,632	11,901	10,632
Oats, bus....	678,930	569,536	565,659	475,278
Barley, bus..	314,835	1,441,328	70,417	140,471
Rye, bus....	111,217	268,141	.....	.....
Flax Seed, bus.	36,685	52,531	110,501	34,453

GALVESTON—Reported by H. A. Wickstrom, Chief Inspector of the Cotton Exchange and Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	80,000	1,858,235
Corn, bus....	523,985	.....
Kafir, bus....	90,842	187,500
Barley, bus..	35,559	160,000
Rye, bus....	17,142	.....
Milo, bus....	32,142

INDIANAPOLIS—Reported by Wm. H. Howard, Secretary of the Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	319,500	216,000	462,000	342,000
Corn, bus....	2,845,000	1,992,000	2,147,000	1,682,000
Oats, bus....	998,000	656,000	1,178,000	724,000

KANSAS CITY—Reported by W. R. Scott, Secretary of the Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	3,607,890	3,707,990	4,132,700	3,916,770
Corn, bus....	5,472,000	949,500	4,539,000	555,000
Oats, bus....	368,000	290,000	334,000	376,000
Barley, bus..	49,600	8,400	62,400	.....
Rye, bus....	12,000	24,000	3,000	31,500
Bran and Shorts, tons	6,520	4,660	17,400	14,200
Hay, tons....	28,272	27,372	17,784	14,940
Flour, bbls..	65,000	97,825	653,250	737,100

LOS ANGELES—Reported by M. S. Thiebaud, Secretary of the Grain Exchange:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, carloads..	281	206	.....	.....
Corn, carloads..	311	263	.....	.....
Oats, carloads..	18	39	.....	.....
Barley, carloads..	111	157	.....	.....
Rye, carloads....	1	1	.....	.....
Seed, carloads..	25	3	.....	.....
Bran, carloads..	121	89	.....	.....
Flour, carloads..	179	171	.....	.....

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	138,240	170,800	38,750	36,954
Corn, bus....	2,097,160	552,040	896,500	515,718
Oats, bus....	367,500	739,440	559,400	578,916
Barley, bus..	1,055,040	723,760	181,440	164,091
Rye, bus....	91,800	106,125	73,000	40,134
Timothy Seed, lbs.	219,520	68,300	541,926	.....
Clover Seed, lbs.	356,601	203,612	922,925	1,585
Flax Seed, bus.	135,850	10,010	370	.....
Hay, tons....	498	473	216	48
Flour, bbls..	183,750	149,745	5,250	32,861

MINNEAPOLIS—Reported by G. W. Maschke, Statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	9,277,860	5,170,870	3,638,400	2,061,450
Corn, bus....	1,296,970	638,440	1,396,570	969,300
Oats, bus....	2,340,630	941,930	3,365,480	3,612,170
Barley, bus..	2,258,600	713,930	1,614,140	842,580
Rye, bus....	419,950	174,100	247,350	245,940
Flax Seed, bus.	470,990	272,590	334,860	89,490
Hay, tons....	2,489	5,424	290	2,019
Flour, bbls..	78,066	24,666	1,235,496	955,089

MONTREAL—Reported by J. Stanley Cook, Secretary of the Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	629,918	438,104	48,634	66,449
Corn, bus....	40,021	53,648	1,935	14,452
Oats, bus....	356,414	437,457	41,104	72,201
Barley, bus..	67,217	88,380	2,573	3,387
Rye, bus....	1,071	23,290	.....	.....
Flax Seed, bus.	18,375	20,318	.....	.....
Hay, bales...	30,020	51,029	.....	.....
Flour, bbls..	131,747	286,880	153,190	77,013

NEW ORLEANS—Reported by S. P. Fears, Chf. Gr. Insptr. & Weighmaster of the Board of Trade, Ltd.:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	70	187	338,279	398,940
Corn, bus....	164	153	894,767	376,633
Oats, bus....	48	48	68,309	106,486
Barley, bus..	.....	1	.....	.....
Rye, bus....	9	2	27,499	85,714
Grain Sorghum	12	5	.....	.....
Rus. Recpts ex Barges, March 1928	.....	.....	402,962 bus.	.....
Corn	.....	.....	218,980 bus.	.....
Rye	.....	.....	.....	.....

NEW YORK CITY—Reported by H. Heinzer, Statistician of the Produce Exchange:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	3,467,200	4,655,000	4,549,000	5,443,000
Corn, bus....	264,000	214,500	85,000	90,000
Oats, bus....	962,000	540,000	588,000	204,000
Barley, bus..	483,500	759,900	1,035,000	1,657,000
Rye, bus....	208,500	891,000	259,000	1,446,000
Clover Seed, bags	168	430	2,647	2,904
Flax Seed, bus.	113,000	707,400	.....	.....
Hay, tons....	3,767	3,029	4,311 Bales....	.....
Flour, bbls..	1,180,000	971,352	346,000	390,000

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	1,478,400	970,200	1,307,600	881,800
Corn, bus....	3,390,800	1,398,600	4,113,200	1,310,400
Oats, bus....	1,186,000	502,000	1,474,000	1,228,000
Barley, bus..	36,800	4,800	54,400	25,600
Rye, bus....	74,200	32,200	93,800	26,600

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	114,000	68,400	90,000	50,400
Corn, bus....	2,581,500	2,069,850	1,458,800	1,122,350
Oats, bus....	1,138,600	822,600	1,091,200	552,800
Barley, bus..	249,200	184,800	71,400	65,800
Rye, bus....	1,200	1,200	2,400	1,200
Mill Feed, tons.	52,760	28,280	60,535	39,030
Hay, tons....	2,390	2,660	110	410
Flour, bbls..	344,500	316,300	330,200	311,500

PHILADELPHIA—Reported by A. B. Clemmer, Secretary of the Commercial Exchange:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	648,186	1,639,618	1,871,043	1,468,226
Corn, bus....	242,510	83,044	353,145	.....
Oats, bus....	85,354	112,432	.....	.....
Barley, bus..	1,665	6,402	.....	26,679
Rye, bus....	64,835	9,963	121,133	.....
Flour, bbls..	151,250	148,794	7,462	10,599

PORTLAND, ORE.—Reported by F. W. Clark, Secretary of the Merchants Exchange:

	Receipts		Shipments	
	1928	1927	1928	1927
Wheat, bus..	2,240,250	1,388,650	1,624,352	1,170,245
Corn, bus....	165,000	171,000	188	.....
Oats, bus....	110,000	120,000	11,528	27,763
Barley, bus..	27,200	16,000	1,608	.....
Rye, bus....	9,000	4,500	11,680	.....

ST. LOUIS—Reported by Secretary of the Merchants Exchange:

	Receipts		Shipments	
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FIGHTING PLANT PESTS IN
CALIFORNIA

By H. W. JEFFRIES

Six years ago the State of California realized that if she was to continue to enjoy comparative freedom from the insect pests that were taking such heavy toll in less favored regions she must immediately use drastic steps to prevent their entry through her borders. Accordingly, the Department of Agriculture drew up lines of defense against the approaching insect army and outposts were established. Accompanying this article is a view of the inspection station at Fort Yuma, which is directly across the Colorado River from Yuma, Ariz. W. R. Quick, who is in charge of this post, says that when he established it six years ago the daily movement of cars across the border was practically negligible. In fact, a total of six to 10 cars constituted an average for a day. This figure and others to be given do not include those cars that are purely local in their movements. Due to business needs, these cars must pass to and fro frequently and are not subjected to inspection. They slow up as they approach, awaiting recognition, which is the signal for them to continue on their way.

No such luck for the bonafide tourist, however. He must draw up alongside a large platform where tables offer him a convenient place to unload his cargo and submit it to the searching eyes of the

ber of inspections made also show in a startling way the amazing increase in automotive travel—all within the short space of six years. The state maintains 13 other stations along its borders at key points, making it very inconvenient to enter or leave over any of the passable roads without undergoing examination. This program with an intense eradication campaign ceaselessly conducted within the state, is producing results considered very much worth while.

THE GRAIN MARKET SITUATION

By G. A. COLLIER

Grain, Hay and Feed Market News Service Bureau of
Agricultural Economics, U. S. Department of Agriculture.

The unusually low condition of Winter wheat at the first of April, together with the rapid disappearance of the world's surplus of bread grains, brought about a sharp upturn in prices of both wheat and rye during the past month. The market for most feed grains after reaching new high prices on the crop during March turned slightly weaker during the first week in April and at this writing (April 11) prices are practically the same as a month ago. The approach of the spring pasturage season, together with the passing of the heavy winter feeding period, has been principally responsible for the weaker tone in the feed grains market.

The condition of the Soft Winter wheat crop as reported April 1 is the lowest since the beginning

ada and in Europe where the quality of a large percentage of the crop has been unusually poor. Wheat of feeding quality in Continental Europe is cheaper than most other feedstuffs not only relatively but weight for weight and indications are that considerable low quality wheat and rye has been used to supplement the short crop of corn and barley. World shipments of wheat during March continued of good volume but were somewhat smaller than for the same period last season.

The firmer market situation which has developed during the past month has been reflected in higher prices at all of the important markets. May wheat in Liverpool advanced five cents per bushel from March 12 to April 12. Prices at Buenos Aires are only slightly higher at this writing than a month ago but the Argentine market has become firmer. In the domestic markets prices have advanced to new high levels. Soft Winter wheat has made the greatest advance and is higher on an average than at any time since February, 1926. Hard Red Winter and Hard Spring wheat prices now average higher than at any time since August last year.

The advancing prices have brought out fairly heavy offerings of wheat and weekly receipts at the principal markets during March averaged around 6,000,000 bushels, or nearly 2,000,000 bushels more than during March, 1927. Notwithstanding the heavy movement, the demand continued active and stocks in the markets were reduced around 5,000,000 bushels. At the close of the first week in April, however, commercial stocks totaled 70,000,000 bushels as compared with about 50,000,000 bushels at the corresponding time last year.

CORN MARKET WEAKER AS DEMAND
SLACKENS

With the passing of the heavy winter feeding season and the approach of pasturage, the demand for corn has fallen off materially and the corn market turned sharply downward during the first week in April. Practically no corn is being exported at this time and industries are taking only about the usual amounts.

Receipts at the markets fell off materially during the last week in March and the first week in April with the increase of work on farms but offerings were adequate for current demand. Stocks in the markets at this writing are only about 4,500,000 bushels smaller than the relatively large stocks a year ago but have decreased nearly 6,000,000 bushels since the first of March. Elevator interests are reported to be anxious to dispose of their winter shelled grain but these offerings are said to be meeting with indifferent demand.

The oats market weakened with corn during the past month. Stocks are unusually light but demand is of only moderate volume and prices have turned slightly weaker with the decline in the corn market. Prices of oats in general this season have not been satisfactory to growers and a reduction of about 1.3 per cent in acreage is intended this year, according to reports to the Department.

Lower corn prices, some slowing up in the demand for malting and feeding barley, together with prospects for a material increase in barley acreage, particularly where wheat is being plowed up, weakened the barley market during the first week in April and prices declined one-half cent per bushel. The unusual demand for barley brought about by the heavy export takings of European countries has been principally responsible for the relatively high prices for this season's record barley crop. These high prices, however, have apparently caused farmers to decide upon a further increase in barley acreage and, according to reports to the Department, they intend to increase their barley acreage nearly 24 per cent this spring.

The rye market has been strengthened by practically the same factors which have caused the sharp upward trend in wheat prices. Stocks in the United States are unusually small and there is a continued good export demand to supplement the smaller effective supply of rye suitable for milling in European countries. Prospects for the new crop are considerably below average, according to the April 1 estimate, being only 79.3 per cent of normal compared with a 10-year average of 85.8.



PLANT QUARANTINE STATION AT FORT YUMA, CALIF.

inspectors. "How far east have you been?" "What states have you passed through?" "Have you any fruits or vegetables or raw cotton with you?" These are typical questions asked of the traveler. Such items are considered contraband and if discovered are confiscated and promptly destroyed.

The pests most commonly found attempting to invade the state are cotton weevil, Mexican fruit fly and chestnut weevil. Plants and fruits affected with one or more of the various citrus diseases are frequently found, only to meet with speedy destruction. Even the much discussed corn borer has put in his appearance. In January of this year a gentleman from Illinois gave up with protestation two sacks of highly prized seed corn. Much to his surprise this corn possessed some rather unattractive features which prevented it from entering the Golden State.

Through the kindness of Mr. Quick, the writer was privileged to look at a number of monthly report sheets which show at a glance the scope of the work being done by these quarantine stations. At Yuma the total number of cars inspected during October of last year was 16,815. During this month 11 different lots of insects were removed from the cars of unsuspecting tourists; 612 lots of fruits and vegetables were listed as contraband and destroyed and 253 cars were refused entrance to the state.

November showed a slight decrease as only 12,801 cars passed through the gates. December traffic was still less with a total of 10,955 and January had a scant 9,000 cars passing to or from the state. These figures besides giving some impression of the num-

ber of the Department's record in 1879. In the Plains States, which grow the bulk of the Hard Winter wheat, condition is reported about average but the average condition of Winter wheat for the United States, April 1, was only 68.8 per cent of a normal compared with 84.5 April 1 last year and 81.9 the average condition for the past 10 years on April 1. The decline in condition since the first of December was 17.2 points as compared with an average decline in past years of 2.1 points between December 1 and April 1. With the exception of 1917 and 1925 this is the lowest condition on record. While no official estimate of abandonment will be made until May, reports confirm earlier indications of heavy abandonment in the Ohio Valley States. The condition at the first of April was particularly bad in Ohio, Indiana and Illinois where the condition was reported at 32, 29 and 37 per cent, respectively, of normal.

There has been a more rapid disappearance than last season of the surplus of wheat in the principal exporting countries. At the beginning of the respective crop years this season it was estimated that there were nearly 45,000,000 bushels more wheat than at the corresponding dates last season, but from the statistics available at the first of March it appears that the supply of wheat at that time in these important exporting countries appears no larger than a year ago. A greater domestic disappearance of United States wheat than usual has contributed to the reduction in the supply. Trade reports indicate that there has been increased disappearance of bread grains also in Can-

HAY, STRAW AND FEED

HAY PACKING PROHIBITED

A decree prohibiting importation of merchandise packed in hay and straw into Chile after May 31, has just been announced in that country. The United States commercial attache at Santiago, Chile, cabled the Department of Commerce this information last week.

PEANUT FEED MARKETED

Forty-eight per cent protein peanut meal now is being sold to supplement regular feeds in southern states. It is finely ground, with about 9 per cent crude fiber and 7 per cent fat.

Whole-pressed peanut feed also is popular in some sections. It is the product resulting from subjecting the whole, mature, clean peanuts, reasonably free from stems, to pressure for the extraction of oil. This feed contains about 34 per cent protein and over 20 per cent crude fiber.

THE PER CAPITA CONSUMPTION OF FEED IN POULTRY AREAS

Poultry feed consumption depends, of course, upon the digestibility and palatability of the rations, and it also will vary with production. On the average, however, a Leghorn hen will eat in a year from 70 to 75 pounds of grain and mash together. At this rate, approximately 10 pounds of mash and 10 pounds of grain represent the daily feed requirements of 100 birds.

FEED FOR THE MOLT

Hydrolized hoof and hair meal, hydrolized feathers, and other mash ingredients rich in sulphur recently have been recommended for use at molting time in the poultry yard. Ordinarily not all birds in a flock are molting at the same time. Dealers who handle special molt feeds should emphasize to customers that the molters be segregated in special feeding pens. Molters, if of normal weight, do not need as much feed as laying birds. They should be kept in a quiet place since they are very easily disturbed because of the increased sensitivity of the skin.

BALANCED FEEDS FOR DOGS

Elevator owners handling various feeds as sidelines are finding out that the logic of balanced rations for dogs has as widespread an acceptance as the idea of balanced feeds for poultry and stock. Consequently, dog feed now is part of the sideline stock regularly carried in hundreds of elevators in many states.

Sound, dependable quality has been found to be an essential in building up a dog feed trade just as it is in establishing any other feed line. The meat and bone meal dog feed manufactured under the Rose brand, for instance, is produced in a plant where automatic regulation insures a uniform product. As a result, dealers have had no complaint from off-grade shipments which they retail to the trade.

BREWERS' AND DISTILLERS' FEEDS DEFINED

By-products from breweries often have a high feed value, and where available locally, it is often to a grain dealer's interest to promote trade in them. Brewers' dried grains are the properly dried residue from cereals used in the manufacture of beer. Distillers' dried grains, however, are the dried residue obtained from cereals in the manufacture of alcohol and distilled liquors. In many states this product must bear a designation indicating the cereal predominating in the mixture, before it is sold.

Malt sprouts are the barley grain shoots ob-

tained in the malting process. In Texas, sprouts derived from any other malted cereal must be designated by the name of that cereal.

Yeast and vinegar-dried grains are the properly dried residue from the mixture of cereals, malt and malt sprouts (sometimes cottonseed meal) obtained in the manufacture of yeast or vinegar, and consist of corn or corn and rye from which most of the starch has been extracted, together with malt added during the manufacturing process to change the starch to sugars, and malt sprouts (sometimes cottonseed meal) added during the manufacturing process to aid in filtering the residue from the wort and serve as a source of food supply for the yeast.

HOLDING COMMERCIAL FEED BUSINESS

By S. E. PETERSON

Garman Bros. Milling Company, Alliance, Ohio, have been in the flour, feed and grain business for nine years. But they did no grinding. Up until recently they enjoyed a very large commercial feed business, but last year they found that this business was dropping off. And they were compelled to install a feed grinder in order to hold their commercial feed business.

They investigated several makes of feed grinders; and decided upon a "Jay Bee". This was installed in November 1927. Their installation is very complete, consisting of "Jay Bee" No. 3, Type S, Direct-

go hand in hand. There is one sure way of increasing the feed business and that is to give your customers the right kind of grinding. And the "Jay Bee" cannot be excelled in fine grinding or in profits to the owner.

It is up to the "Jay Bee" owner how much he really can increase his commercial feed business. In every business, salesmanship is the secret of success, but you must have something to sell. You can never build good will among your customers faster than to give them complete grinding satisfaction, such as the "Jay Bee" mill gives.

But if you haven't got a feed grinder now you, of course, will want to know just what you can expect in grinding receipts. I quote verbatim from a letter of J. B. Grogan Feed Store, Arlington, Texas, which shows the possibilities of custom grinding.

"Our 'Jay Bee' is running six days a week, from 12 to 15 hours a day. We take in from \$30 to \$50 a day, every day in the week. Many farmers come 30 miles to get their grinding done on our mill, passing the other mills on the way. If we could not get another 'Jay Bee' we would not part with the one we have for 10 times what we paid for it."

NEW YORK HAY PRICES FIRM

By C. K. TRAFTON

There was no appreciable increase in the volume of business in the New York hay market during the past month, but there has been some improvement in tone, especially on the top grades which were



"JAY BEE" INSTALLATION AT
GARMAN BROS. PLANT,
ALLIANCE, OHIO.

Connected Mill, with a 50-horsepower motor, cob crusher, Draver Feeder, fine-spout bagger, mixer and a steel cut corn cracker. Garman Bros. are already enjoying a nice grinding business, and are booking new customers every day. There is plenty of competition in feed grinding at Alliance; but the "Jay Bee" at Garman Bros. is getting its share.

The manufacturers and distributors of the "Jay Bee" mill have always maintained that the "Jay Bee" will not only hold old business but bring in new business on commercial feeds. For once a customer has got the right kind of grinding, such as the "Jay Bee" mill does, he is not very likely to go elsewhere for his commercial feeds. Custom grinding and the commercial mixed feed business

rather scarce at times. As a consequence buyers seeking small lots of choice hay found it necessary to pay a slight advance in some cases, although the willingness to do this was by no means general. The arrivals included a very small quantity of hay better than No. 2, and as a rule there was a marked scarcity of small bales.

Because of the relatively large proportion of common or poor hay in the arrivals it has continued difficult to find an outlet for damaged or over-ripe hay and some poor stuff has continued available at \$12@\$13. The failure of arrivals to increase, or even to maintain their former volume, has been ascribed partly to the bad condition of roads over wide areas as a result of which farmers

have found it difficult to haul their hay to market. Moreover, it is apparent that baling was restricted to some extent.

Another explanation was the fact that better prices were obtainable in southern markets and as a result considerable of the hay arriving at interior shipping points was diverted in that direction. As far as arrivals in the future are concerned, the outlook is believed to be just the reverse of what it was a month ago.

Close observers of the market are reluctant to predict a noteworthy or sustained upturn as they feel sure that even a moderate advance in the local selling basis will encourage shippers to send in hay more freely as has invariably been the case in the past. Under such conditions, of course, buyers would again become independent, so that even a small enlargement in the receipts might result in some accumulation of supplies which would again serve to drive prices downward.

ST. LOUIS HAY RECEIPTS LIGHT

The Martin Grain Company of St. Louis, Mo., in its letter of April 10 says:

Receipts of hay are exceedingly light, not enough arriving to supply the local demand and what little hay that is arriving is of very poor quality. High prices are ruling on the better grades of Timothy and will undoubtedly continue for some time as the spring demand for hay is unusually brisk. We do not hesitate to advise you to ship liberally of the better grades of Timothy but cannot say much for the lower grades.

Light Clover Mixed hay scarce and in demand. No. 1 and good No. 2 Light Clover Mixed would sell well but the lower grades are dull.

Heavy Clover Mixed hay scarce and wanted. High prices will be paid for desirable hay.

Pure Clover hay scarce and higher. Due to the absence of Alfalfa and the high prices that is paid for Alfalfa, Clover hay is working up to Alfalfa prices. Of course the trade want only good No. 1 and good No. 2 hay suitable for dairy trade. Unsound hay is not wanted.

Alfalfa market strong and higher with a continued light offering with an urgent local demand for the better grades. The lower grades are quiet.

Prairie hay market quiet but steady with a fair demand.

FEED MARKET SLIGHTLY FIRMER

Some increase in the demand for the principal feeds, partly as a result of colder weather in northern portions of the United States brought about a firmer tone in the feed market during the week ending April 12, according to the weekly feed market review of the United States Bureau of Agricultural Economics. Linseed meal and hominy feed made some further decline but wheat feeds, gluten feed and cotton seed meal held firm with steady to slightly higher.

The production of wheat feeds for the week according to reports of flour production at the principal milling centers was practically the same as during the preceding week. Flour output at these points totaled 1,441,000 barrels, according to trade reports, or 2,000 barrels less than for the previous week. Notwithstanding this moderate production of bran and middlings offerings were hardly so plentiful as during the previous week. While buyers continued to take only sufficient feed for their immediate needs, demand was of a general character. Some scattered business was being done in Spring wheat feeds for deferred shipment up to 30 day and May delivery. Stocks in country dealers' hands throughout the Northwest, according to trade reports, are quite limited but these dealers are taking principally mixed cars at present prices. The demand in eastern markets also showed some improvement and this was reflected in the southwestern markets where eastern buyers were again making inquiry for feed. Southwestern mills were maintaining spot prices even for April shipment as a result of the improved demand. Mixed feed manufacturers were bidding more actively for new crop bran for July, August and September shipment at around \$25.50 per ton. Mills

were holding their quotations at \$26 to \$26.50 for this feed.

Standard middlings and the heavier wheat feeds also shared in the improved demand. The cotton belt was furnishing the best outlet at Kansas City and demand from that territory was noticeably improved during the week. Demand for middlings in northern and eastern markets was also active but offerings were adequate for current needs.

More liberal offerings of linseed meal by both mills and resellers caused a decline of about \$1 per ton in linseed meal prices at both Minneapolis and Buffalo. Minneapolis crushers were reported to be well caught up on their April orders. At Buffalo there was considerable selling pressure with demand limited. Production by eastern crushers is still rather light although some improvement was reported during the week as a result of a better demand for linseed oil.

The cottonseed meal market held steady but there was no important changes in the general situation. The demand is limited at current high prices and mixed feed manufacturers are the principal buyers. Quotations at the principal markets were generally unchanged.

Gluten feed continued in good demand with the market firm. Quotations for May shipment were not changed by the principal manufacturers. Scattered cars were available at both Chicago and Buffalo at \$1.50 to \$2 per ton premium over May quotations.

The hominy feed market turned decidedly weaker at Buffalo but supply and demand were rather closely balanced in the Chicago market. The situation in general at the principal markets appeared easier than a week ago although prices held practically unchanged with quotations at a few markets about 50 cents lower than last week.

Alfalfa meal continued very firm with supplies still below current market needs. Prices were advanced \$1.50 to \$2 per ton but these were largely nominal as only limited amounts were available at the principal markets.

Pacific Coast and intermountain markets held generally firm. At San Francisco mill feed offerings were light and local stocks small. Both bran and shorts were quoted in that market at \$38 per ton. Mill run was quoted at \$37 and middlings at \$43. Tapioca flour quoted at around \$30 per ton was reported to be competing actively with middlings and similar mill feeds in that market. Coconut meal was quoted at San Francisco at \$39, soy bean meal, \$37, and Alfalfa meal, \$29 per ton. The market for Utah and Idaho bran at Los Angeles was slightly weaker, this bran being quoted at \$37.50. Forty per cent cottonseed meal was quoted at \$48, copra meal at \$42 and soy bean meal at \$47. Beet pulp was selling at \$35.90 per ton. The demand for feed has slackened at Denver where Alfalfa meal was quoted in bulk by mills at \$20 per ton, Red mill run bran at \$35 to \$36 and shorts at \$38 to \$39 per ton.

HAY MARKET QUIET

Hay markets were quite with light receipts and a fairly active demand for good quality hay holding prices about firm during the week ending April 7, according to the weekly hay market review of the United States Bureau of Agricultural Economics. Shipping demand was fair although there was some slackening in inquiry for dairy hays with the mild weather and improved pasture conditions in southern sections. Pastures were reported as greening up rather generally in the East as far North as the Northern border of the great plains area.

Timothy markets were practically unchanged. Country movement fell off with the press of farm work. Good quality hay continued scarce and moved readily into consuming channels at steady prices. The southern demand was fairly active. Local demand also of moderate volume in central western markets.

Alfalfa markets were showing a somewhat easier tone. Dairy demand had slackened with the milder weather and improved pasture conditions. Kansas City mills were active bidders for best green Alfalfa. Omaha dealers were having some difficulty

in securing good quality Alfalfa for shipping orders and top grades very leafy Alfalfa were bringing substantial premiums over prices for ordinary hay. Shipping demand at Minneapolis was slackening and the principal interest in this market was from industries for grinding. Sales of Colorado Alfalfa continued strong and stocks were rapidly nearing depletion. Pacific Coast markets were showing an easier tone with demand very dull and increased offerings of new crop Alfalfa. One hundred and nine cars of hay were received at Los Angeles against 78 cars in the week preceding. New crop Arizona Alfalfa arrived in Houston and was also being offered to southern markets for shipment about April 15.

Prairie continued dull although some Texas Prairie was moving on contracts. The outlook for the new crop in that section was promising and harvesting was expected to start about the last of May. Prairie at Minneapolis held firm with limited offerings but demand was only fair. Kansas and Nebraska Prairie was arriving in Omaha where the inquiry for good quality hay was brisk but request for medium grades was only moderate.

MOLASSES IN POULTRY FEED

The Ohio State University has been experimenting since 1926 to determine the value of cane molasses in poultry feeds, and finds that besides adding to the palatability of the feed, it can be used in place of corn pound for pound up to 10 parts of the rations used for growing chicks, laying hens and fattening fowls.

It is slightly laxative in action and favorably influences the appearance and health of poultry. Cane molasses contains considerable vitamin B, and furnishes carbohydrates in easily available form.

From the experiments which have been conducted thus far, it is believed that it creates a condition in poultry that is unfavorable to the development of bacterial troubles, and further investigations are being carried on at the present time with the idea of finding out why it produces good results in spite of this.

HOW WATER KINDLES FIRE SOON TO BE INVESTIGATED

Water, usually a first aid in fighting fire, may on occasion help to kindle fire. During the recent floods in Vermont, farmers appealed to the State College of Agriculture for advice on how to prevent fires arising from spontaneous ignition—more commonly called "spontaneous combustion"—of hay stored in barns and wet down by flood waters. One dairy barn was destroyed by fire so caused. Other farmers found it necessary to stand guard with more water in case the hay in their barns heated to the kindling point, and some removed the hay from the barns to give it a chance to dry out.

These experiences represent a specialized phase of a larger problem now under investigation by the Bureau of Chemistry and Soils and workers from other bureaus in the United States Department of Agriculture. A more general phase is the spontaneous ignition of stored products, including dairy feeds, molasses feeds, oil cakes, sugar cane bagasse, and other agricultural products as well as hay. The general problem is the chemical action or bacterial action that results in the destruction, deterioration, or discoloration of stored products, the damages from which may be severe even though it does not cause spontaneous ignition.

It is estimated that the fire damage known to result from spontaneous ignition amounts to \$8,000,000 annually. This is fifth in importance in the list of known causes of fire. Unfortunately approximately 40 per cent of farm fires are listed as of unknown origin, and students of the question believe that, if the facts were clear, "spontaneous combustion" would be proved responsible for a considerable percentage of these fires.

Chemists of the Department of Agriculture, with the assistance of bacteriologists, and engineers will try to determine the conditions of moisture, pressure, air supply, and other factors in the process which may raise the temperature of stored products

to the ignition point. They hope to work out methods of curing hay and other feeds, or storing them, and of building safe storage facilities which will enable farmers to prevent such fires and the resultant dangers to life and to property.

NEW YORK FEED PRICES REACT

By C. K. TRAFTON

During the greater part of the period under review prices for all kinds of feedstuffs continued to move upward, establishing new high marks, but latterly the tendency has been reactionary in some varieties. Nevertheless, the entire list still shows gains compared with the quotations current a month ago, these ranging from 75 cents to \$6.75 per ton. The reaction was especially noticeable in the instance of millfeeds.

Even though the quantities which have been offered during the past month were not large, the mere fact that the mills were again looking for business created a general belief that the top of the market had been seen. This idea, amounting to a belief in some quarters that feeds will be available at still lower prices in the not very distant future, naturally encouraged adherence to the indifferent attitude which buyers had displayed while prices were moving upward. Moreover, it was evident that distributors and consumers generally had covered their requirements for the near future by their purchases for April shipment and, with warmer weather approaching, their reluctance to increase their commitments at this time is not difficult to understand.

Linseed oil meal has also continued extremely dull, buyers here refusing to compete with those in other markets for the limited quantities which mills are offering. The latter, however, are evidently selling all that they care to elsewhere and therefore their basis on 34 per cent feed for 30 days shipment to New York has been advanced \$3.50 or to \$59.80. Offerings of 31 per cent feed have reappeared, but they are only for May shipment and the basis of \$58.80 is far too high to interest buyers here. European beet pulp, now afloat, has sold at \$45, while May shipment has sold at \$44, but the business was generally confined to single car-lots. Domestic beet pulp is still an unknown quantity in this market.

HAY OR FEED FOR MINERALS?

During the past year there has been a marked increase in the number of brands of feedingstuffs registered in Texas, which contained mineral ingredients. State authorities claim this may be due to a popular demand created by feed advertisements, recommending a wider use of mineral ingredients in feeding poultry and stock.

Experiments reported by the Texas officials show that lime deficiencies of the grain ration may often be overcome to a large extent by feeding generous proportions of leguminous hays. The use of mineral supplements, however, which contain ground limestone, steamed bone meal, and salt, seems to be increasing.

NEW GERMAN FEED LAW*

The new German feed law was put into effect on November 1, 1927, according to *Deutscher Mueller*. A special leaflet has been issued from Berlin which includes the following instructions for meeting the aims of the law. In offers, etc., the feeds must be so exactly named that the kind and raw material can be recognized without a doubt. Feed material mixtures that contain more than 50 per cent of mineral materials, as for instance customary mineral salts, etc., should also be marked as mixtures. All other feed-material mixtures are called mixed feeds. General terms are forbidden, such as cake, oil cake, feed cake, furthermore, bran or molasses feed; rather should they be termed as for example linseed cake, wheat bran, etc. Fancy names are also forbidden or other arbitrarily selected names, as for instance "friend of fatteners", "milk wonder", etc.; admitted are such designations only if a special additional designation gives in each

*Translated for the AMERICAN MILLER.

case without doubt the kind and raw material of the feed material.

In all settlements amounting to 50 kilograms or more a written statement is necessary giving the name, and the more important value-determining constituents as for instance proteins and fats, except in the case of brans and feed flours of rye, wheat, buckwheat, barley, legumes, mill dust of rye, barley and oats; middlings (germs) of corn, barley, rye wheat, etc. In mixed feeds must be given the constituents and the percentage of each constituent. In all deliveries in quantities of less than 50 kilograms packed, the labels must show the name, content, and in mixtures and mixed feeds also the proportion of the mixtures. The farmer is urged to protect himself by having the feed material examined for content, purity and condition. A first requisite is immediate inspection for visible shortcomings such as mold, dampness, etc. Instructions for taking samples, and sales conditions in respect to sampling are furnished to the farmers and the samples are to be sent to the agricultural experimental or control stations.

FEED CAUSING SOFT PORK

A mixture of one-quarter soy beans with three-quarters corn, when fed in dry lot to hogs, makes pork which is somewhat too soft. Popularity of soy beans as a crop and the practice of feeding them to hogs has made this subject of soft pork of wide interest to the customers of elevator feed merchants and the other dealers.

The United States Department of Agriculture, in co-operation with the agricultural experiment stations of several states, has been experimenting in order to find a feed system whereby soft pork can be avoided without sacrificing valuable feedstuffs which are available in hog-raising areas.

Results indicate that the oily fat which the hog gains from soy bean feed causes the softness which packers dislike. From the starchy material of corn, hogs manufacture firm fat.

TRADEMARK OPPOSITION UPHELD

For a number of years the Edgar-Morgan Company of Memphis, Tenn., used a trademark with the words "Old Beck" and a red disk upon which the head of a mule was inscribed. Later Embry E. Anderson of Memphis, Tenn., started to use a mark with the word "Creamo" above a circle upon which was inscribed also the head of a mule. The Edgar-Morgan Company opposed this claiming infringement of their distinguishing trademark. It obtained a cancellation order from the Examiner of Interferences. This was reversed by the Commissioner of Patents and the company went into the court and succeeded in having the Commissioner of Patent's decision reversed.

In rendering its decision, the court said that the differences in the mules' heads in the two trademarks were so slight as to be unnoticeable by the average buyer and "while it is true that pictures of stock used in connection with stock feed are descriptive, the registrant in this case, as pointed out by the Examiner, 'has not distinguished its mark from that used by the petitioner, as is required of traders using descriptive elements of another's mark.'"

IOWA EXPERT WRITES ON MINERAL FEEDS

John M. Evvard, chief in sheep and beef cattle investigations, Iowa Agricultural Experiment Station, and professor of Animal Husbandry, Iowa State College, Ames, Iowa, has written a unique 80-page book in which are set forth the essential and up-to-date facts in regard to mineral feeds. The advantages of feeding "orthodox" mineral feeds to beef cattle, pigs, hogs, and horses, have been put into dialogue form, and this feature, coupled with the large type, make the book "Minerals and Feeding" one of the most readable of feed manuals. It is priced at \$1 and can be had from the publisher, James H. Murphy, of the Murphy Products Company, Burlington, Wis.

One significant point concerning mineral feeds which often is overlooked, is brought out clearly

by Professor Evvard. In regard to the subject of feed texture, he says: "The mineral mixture that is made up of uneven particles, some of these particles being quite large, others small, is not so desirable as a nice, uniform, well-ground mixture, some 90 per cent or so of which will go through a 100-mesh sieve, that is a sieve with 100 meshes to the inch, and approximately two-thirds, or better, three-fourths, would go through a mesh sieve not larger than 200 spaces per inch. It is permissible that a part of the bone product as well as charcoal be not so finely ground because of practical difficulties. Practical uniformity of the mineral mixture indicates that care and diligence have been exercised in its making."

NEW FEED BRANDS

Poultry food. Western Condensing Company, Eureka, Calif. Filed January 4, 1928. Serial No. 259,704. Published February 28, 1928.

"KINNAN'S MOR-EGG'S" egg mash. Degraff Hay & Grain Company, Degraff, Ohio. Filed De-



**RED ROSE
CONESTOGA
SUSQUEHANNA**



PENNSY

cember 31, 1927. Serial No. 259,636. Published March 13, 1928.

"SUSQUEHANNA" livestock foods. John W. Eshelman & Sons, Lancaster, Pa. Filed December 31, 1927. Serial No. 259,540. Published March 13, 1928.

"RED ROSE" livestock foods. John W. Eshelman & Sons, Lancaster, Pa. Filed December 31, 1927. Serial No. 259,542. Published March 13, 1928.

"CONESTOGA" livestock foods. John W. Eshelman & Sons, Lancaster, Pa. Filed December 31, 1927. Serial No. 259,543. Published March 13, 1928.

"PENNSY" poultry foods and livestock foods. John W. Eshelman & Sons, Lancaster, Pa. Filed December 31, 1927. Serial No. 259,544. Published March 13, 1928.

"CHIXSAVER" chicken feed. Elmore Milling Company, Oneonta, N. Y. Filed January 21, 1928. Serial No. 260,434. Published March 27, 1928.

"NUTRENA" stock and poultry feeds. Nutrena Feed Mills, Inc., Kansas City, Kan. Filed October 13, 1927. Serial No. 256,052. Published March 27, 1928.

"TESKE'S BANG" laying mash, scratch grains, chick grains, calf meal and chick mash. Karl P. Teske, doing business as Teske Milling Company, Davenport, Iowa. Filed January 11, 1928. Serial No. 259,978. Published April 3, 1928.

"OMEGA" wheat flour, self-rising flour, cake flour and mill feeds. H. C. Cole Milling Company, Chester, Ill. Filed February 3, 1928. Serial No. 261,161. Published April 3, 1928.

Not Subject to Opposition

"LANCASTER" livestock foods. John W. Eshelman & Sons, Lancaster, Pa. Filed December 31, 1927. Serial No. 259,539. Published and registered March 27, 1928.

ASSOCIATIONS

CONVENTION CALENDAR

April 28.—Annual meeting of the Western Seedsmen's Association, Hotel Fontenelle, Omaha, Neb.

May 1-2.—Annual convention of the Western Grain Dealers Association, at Sioux City, Iowa.

May 10-11.—Thirty-fifth annual convention of the Illinois Grain Dealers Association, at Joliet, Ill.

May 15-16.—Thirty-first annual convention of the Kansas Grain Dealers Association, at the new Lora-Locke Hotel, Dodge City, Kan.

May 18-19.—Thirty-first annual convention of the Oklahoma Grain Dealers Association (with the Oklahoma Millers Association and the Coal Dealers Association) at Enid, Okla.

May 21-22.—Annual convention of the Texas Grain Dealers Association, place to be announced later.

May 29-30.—Annual convention of the Pacific States Seedsmen's Association, at Portland, Ore.

June 15-16.—Annual convention of the Pacific Northwest Grain Dealers Association, at Walla Walla, Wash.

June 18-19.—Annual meeting of the Montana Grain Dealers Association, at Wolf Point, Mont.

June 19-20.—Forty-ninth annual convention of the Ohio Grain Dealers Association, at the Argonne Hotel, Lima, Ohio.

June 21-23.—Tenth annual convention of the Southern Seedsmen's Association, at New Orleans, La.

June 26-27.—Annual meeting of the Farm Seed Association of North America, at the Stevens Hotel, Chicago, Ill.

June 27-29.—Annual convention of the American Seed Trade Association, at the Stevens Hotel, Chicago, Ill.

June (exact date to be announced later).—Midsummer meeting of the Farmers Managers Association of Nebraska, at Omaha, Neb.

August 20-22.—Thirty-fifth annual convention of the National Hay Association, at Fort Wayne, Ind.

August (exact date to be announced later).—Annual meeting of the Oklahoma Seedsmen's Association, at Stillwater, Okla.

September 24-26.—Thirty-second annual convention of the Grain Dealers Association, at the new Hotel Statler, Boston, Mass.

September 24-26.—Annual convention of the United States Feed Distributors Association, at the Hotel Statler, Boston, Mass.

SIoux CITY TO BE HOST OF WESTERN DEALERS

May 1 and 2 will be the dates of the coming annual convention of the Western Grain Dealers Association, in Sioux City, Iowa. The Sioux City Grain Exchange has appointed a committee to work with the secretary of the association in arranging a profitable and interesting program, and the members of the grain exchange say that they will be in their new headquarters at the time of the convention and will thus have a good location to entertain their business friends and associates. Further details of the convention are given in a letter from Secretary D. O. Milligan.

The program of the convention, which commences on Tuesday morning, will be opened with an address by President Clifford C. Belz, Conrad; after which the secretary-treasurer's report will be given by David O. Milligan, Des Moines. Committees will then be appointed. In the afternoon, I. C. Lyman, Fort Dodge, will speak on "Hedging, Market Predictions, Etc."; H. H. Ingraham, of Fairbanks, Morse & Co., Omaha office, will speak on "Scales—Repairing, Testing, Etc."; and following this there will be a discussion of hedging, scales, storing grain, etc. In the evening of this same day there will be the banquet in the main dining room of the Hotel Martin, at which the principal speaker will be Governor W. J. Bulow of South Dakota.

Wednesday's session will be opened with an address on "Feed Grinding and Mixing," by S. T. Edwards, feed system engineer of Chicago, Ill., after which there will be an address by Earnest Rae, Des Moines, on "Lightning Rods." The grain men will be the guests at a luncheon from 11:30 to 2:00, of the Sioux City Grain Exchange, on the exchange floor. Afterward, the business meeting will be resumed, and the election of officers will occur and reports of committees will be received.

Secretary Milligan says that the program "does not begin to give the entire entertainment which is to be provided for the enjoyment of the grain dealers, as there are to be additional features in the

way of golf, theater parties, guest privileges at country clubs and other inviting items."

On March 2, the dealers in the vicinity of Storm Lake, Iowa, held a meeting in that town. Music was furnished by the Harmony Trio of Storm Lake and a banquet was served at the Hotel Bradford. Many interesting discussions occurred, including one about the Frazier-Shipstead Bill now before Congress. All of the grain dealers at the meeting said they were planning to be at the annual convention in Sioux City. Plans for a pre-convention meeting in Fonda were discussed, and Messrs. Daugherty, Tiedeman and Moulton invited the grain dealers to attend a meeting in Fonda, suggesting the second or third week of April as an appropriate time for it.

OKLAHOMA DEALERS TO MEET IN MAY

The thirty-first annual convention of the Oklahoma Grain Dealers Association, the Oklahoma Millers Association and the Coal Dealers Association will be held at Enid on May 18 and 19, according to an announcement by Roy Hacker of Enid, president of the grain men. More than 500 delegates are expected at the session. The 1926 convention was held in Enid and was largely attended by a number of exporters from the Gulf. Enid has developed rapidly as a grain and mill center and is now the outstanding wheat center of Oklahoma. The Southwestern Terminal Elevator Company and the Enid Terminal Elevator Company each have million-bushel plants. Enid has two mills. There are 25 brokers and grain men in Enid and two Federal grain inspectors. This is also the center of Oklahoma's most prolific wheat producing area, and it has 10 railroad lines in and out of the city.

The Southwest Shippers Advisory board of the American Railway association will meet in Enid June 7. The board includes Oklahoma, Texas, Arkansas, New Mexico and Louisiana. Six hundred shippers are expected.

ILLINOIS DEALERS WILL MEET IN JOLIET

The thirty-fifth annual convention of the Illinois Grain Dealers Association, according to a formal announcement by Secretary W. E. Culbertson, will be held May 10 and 11 in Joliet, Ill., with headquarters at the Louis Joliet Hotel. This is of special interest at this time in view of the fact that the Illinois organization has been unusually active in the fostering of better business conditions during the past year or so. Secretary Culbertson has devoted himself assiduously to the business of developing better conditions and co-operating with the various managers of country stations, so that the work of the association has been very effective. It will be possible to spur this work on and get a general perspective of what is going forward when the grain men of Illinois get together next month in Joliet. Many important phases of the grain trade will be discussed and a general exchange of ideas looking toward even greater benefits from the association will be in order.

The Program Committee has secured the services of V. E. Butler of the Grain Dealers National Mutual Fire Insurance Company, of Indianapolis, to discuss "The Country Elevator Problems of Today." Mr. Butler has long been a familiar figure at grain convention in the Middle West and his close contact with the men who are active in the business have afforded him an unusually complete fund of information on vital topics. He will give his ideas on what may be done to make the Illinois grain business a better business.

Frank J. Delany, of the Chicago Board of Trade, will talk on "The Problems of Grain Marketing, Both in the Country and in the Terminals." Mr. Delany is also a man familiar to Illinois grain men, and is an excellent speaker. Those who were present last year at the convention in Peoria will remember the address he made there and the debate which followed it, in which he replied to many perplexing queries in regard to marketing methods. Mr. Delany's experience has not been confined to trading in a terminal market, for he has studied the grain trade abroad at first hand and has made a life study of the problems involved in the industry. He has traveled extensively over the state and knows the country grain man's problems as well as those of the terminal market man.

W. H. McDonald, of the United States Department of Agriculture, will address the convention

on the subject of "Federal Grain Grades and Their Application." Mr. McDonald needs no special introduction to the grain trade, as he has for a long time been actively engaged in the Government's work in connection with the industry.

C. D. Sturtevant, Omaha, Neb., president of the Grain Dealers National Association, will discuss those phases of the grain trade which have a national aspect. With the present trends in national legislation and the possibilities of adverse legislation being put through Congress, the national phases of the business take on an added importance in recent years. All of these matters have had personal attention from Mr. Sturtevant and his colleagues among the officers and committeemen of the Grain Dealers National Association, so that he is admirably well equipped to discuss these matters which should be of vital interest to all grain merchants.

There will, of course, be other speakers, but (as Mr. Culbertson explains), the real aim of the committee is not to clutter up the program with a lot of speakers, but to have those who will bring a real message to the grain dealers of Illinois, something which can be taken home and applied to each individual's business. "In other words," writes Secretary Culbertson, "the business program of this convention will be highly interesting and instructive, yet just as brief as possible, for the Entertainment Committee is planning on seeing everybody have a good time, and time must be provided for that."

The annual banquet will be held Thursday night and will be open to the ladies as well as the men. The ladies will be entertained during the business sessions at luncheons and theater parties, and following the adjournment of the convention Friday afternoon, they will be expected to accompany the delegates in visiting the Northern Illinois Penitentiary, located at Joliet, and in this connection the Local Committee sagaciously informs the world at large that they "will not only take you in, but promise to get you out."

The completed program will probably be mailed to members in about two weeks or so, but in the meantime members are being urged strongly to attend. The officers expect that this will be one of the largest conventions that the Illinois dealers have ever held. Now is the time to make hotel reservations. The leading hotels in Joliet include the Louis Joliet Hotel (convention headquarters) and the Woodruff Inn.

KANSAS DEALERS PLAN MEETING

The thirty-first annual meeting of the Kansas Grain Dealers Association will be held in Dodge City, Kan., May 15 and 16. Dodge City has just completed a \$250,000 hotel, the new Lora-Locke, and this will be the headquarters of the grain dealers' convention. Those engaged in the grain and milling business in Dodge City have arranged for the coming event and a number of live wires are among this group. The Entertainment Committee appointed by the Board of Trade is making plans to entertain 500 to 600 people. Good roads lead into Dodge City from all directions.

The committee is planning a trip for the pleasure of those who have never visited this section of the state that will, they say, be a revelation to them. A caravan will leave the convention city early Thursday morning, May 17, the day following the closing of the meeting, for a trip to the irrigated section where sugar beets are grown, thence southward through the great wheat producing counties, where not a tree obstructs the view for hundreds of miles. The only wind break used is three rows of beans planted on the north side of the settlers' homes. Automobiles will be provided for those who come via train.

The secretary of the Kansas association concludes his announcement by saying, "Dodge City is well supplied with modern hotels, five in number. We will arrange a good program, both interesting and instructive. In this connection, we will appreciate hearing from any member who has any suggestion to make regarding the preparation of the program."

N. D. FARMER DEALERS MEET

The seventeenth annual convention of the North Dakota Farmers Grain Dealers Association came to a close Thursday, March 1. The attendance broke all previous records, over 1,200 registered. Last year's attendance was around 1,000. The Tuesday afternoon session was addressed by W. J. Kuhit, United States Department of Agriculture, Washington. Robert J. Black, also of the United States Department of Agriculture, gave an address Wednesday on the subject of grain cleaning. J. W. Shorthill, of the National Grain Dealers Association, Omaha, Neb., addressed the Thursday meeting.

The closing program consisted of a trip of inspection to the Wilton North Dakota Coal Mines, and in the evening a dance program, sponsored

by the representatives of the grain commission merchants, machinery houses and seed merchants.

All directors of the association were reelected. The directors are S. A. Garber, Fortuna; J. S. Stevens, Falkirk; J. R. Maddock, Maddock; L. H. Smith, Fargo; R. F. Gunkelman, Fargo; Ole Serumgard, Devils Lake; Andrew Huus, Makoti; Sever Soine, Minot; L. H. Palmer, Maddock; A. M. Bannon, Mott; Carl Neubauer, Harvey; and T. J. Larson, Outlook, Mont., director from the Montana unit; A. M. Thompson, president, Cogswell, N. D.; P. A. Lee, Secretary, Fargo, N. D.

OKLAHOMA FARMER DEALERS MEET

On March 19, the seventeenth annual convention of the Farmers Co-operative Grain Dealers Association of Oklahoma commenced, with the Enid Grain Exchange acting as host for the managers and directors assembled. The following officers were elected: Paul E. Peeler, Elk City, president; W. H. Henderson, Mooreland, vice-president; and J. W. Murphy, Enid, secretary. The Board of Directors also includes: E. J. Clark, Marshall; C. L. Atherton, Red Oak; C. N. Herrain, Bison; C. F. Greenwood, Jefferson; and A. B. Messall, Supply.

Resolutions were adopted opposing the metric system, and recommending that the United States reconsider its decision and acquiesce in the wishes of the Cuban Government so that provision will be made specifically for a preferential duty on American flour ONLY when such flour is milled exclusively from United States grown wheat, to the end that this country may be relieved from the competition of the duty-free Canadian wheat.

TRANSPORTATION

LAKE SEASON OPENS

Engineers are aboard their vessels in a dozen different lake ports, masters have assembled crews, and insurance brokers are placing the last of protective papers in the hands of grain boat company officials. Hull insurance for grain vessels "rides" beginning April 15, but it will be a week or 10 days before the grain movement over the lakes is away to a start. Ice has thawed rapidly, however in the last fortnight.

HAY RATE HEARING APRIL 16

Secretary McGinty, of the Interstate Commerce Commission, has assigned the hearing on class rates for hay and straw for April 16, in Cincinnati, Ohio. Referring to the meeting, Secretary Sale of the National Hay Association, told members: "Establishment of hay and straw on an eighth class basis (as the Commission proposes) would mean an increase in freight rates of a great deal more than the traffic could bear."

GRAIN RATE JUDGES IN SEATTLE NEXT

The Interstate Commerce Commission will resume its hearings on grain rates under the Hoch-Smith resolution, on May 22, in Seattle, Wash. Subsequent hearings will be held in Portland, Ore, and Los Angeles, Calif. The grain rate investigation was authorized under the Hoch-Smith Congressional resolution which ordered the commission to determine if agricultural relief could be obtained by a readjustment in freight rates on products of the farm.

Arthur Mackley and George Hall, examiners, conducted the investigation in Chicago. B. H. Meyer, commissioner, was in attendance some of the time.

ST. LOUIS RATES STAY PUT

The Interstate Commerce Commission has suspended from March 25, to October 25, 1928, the operation of rail rate schedules proposed in order to cancel the proportional or reshipping rates on grain and grain products via the St. Louis-San Francisco Railway. The order affects grain routed from St. Louis, Mo., to Tennessee destinations between Memphis and Corinth, Miss., on the Southern rail line. The proposed schedules called for increases.

LOWER RATE FOR MIDDLE WEST PLEA AT HEARING'S CLOSE

Lower freight rates for the Missouri River valley grain fields are necessary if the farmers are to compete with others elsewhere, J. S. Brown, traffic director for the Chicago Board of Trade, testified before the Interstate Commerce Commission at one of the closing sessions of the Chicago Hoch-Smith grain rate inquiry.

Mr. Brown said under the present rates this area is being discriminated against by the railroads that are interested in making hauls as short as possible for their own profit. He pointed out that should the farmers in the Missouri River

valley ship by the way of Duluth they couldn't meet the prices of those nearer that city.

Shipping by way of Chicago, Mr. Brown said, the farmers in the Missouri valley cannot compete with those of the St. Louis area.

KANSAS GRAIN RATE CASE IN COURT

Hearings have opened before three Federal judges in Chicago, on a petition for injunction by the Santa Fe, Missouri Pacific and Rock Island railroads to prevent the Interstate Commerce Commission from interfering with the petitioner's move to increase rates on grain shipments from southern Kansas to Kansas City. The judges are Evan A. Evans of the United States Circuit Court of Appeals and George A. Carpenter and James H. Wilkerson of the United States District Court.

WESTERNER CANDIDATE FOR I. C. C.

Senator Curtis, of Kansas, possible nominee of the Republican party for president this fall, has recommended to President Coolidge that E. H. Hogueland, of his state, be appointed a member of the Interstate Commerce Commission. Mr. Hogueland has been commerce counsel for the Southwestern Millers League for several years.

SENATORS MOVE TO PROTECT ATLANTIC PORT GRAIN TRADE

Because more American wheat was exported last year through the Canadian port of Montreal than through all the American ports on the North Atlantic Combined, a group of Senators representing the North Atlantic States decided at a conference last month to start a drive for elimination of the American inspection and grading fee of three cents a bushel and to work for lower freight rates.

The meeting was called by Senator David I. Walsh Democrat, Massachusetts, who had been interested by the Maritime Association of the Boston Chamber of Commerce.

NEW BARGE LINE SERVICE

The Board of Commissioners of the Port of New Orleans announce that regular barge line service between New Orleans and Mississippi River and Ohio River points will be established immediately by the American Barge Line Company, Inc., with the first tow leaving New Orleans by March 15, the second April 1, and a fixed 15-day schedule thereafter. This is the largest firm of private operators now maintaining barges on the inland waters of the United States, capitalized at \$1,500,000, and operating at the present time a fleet of five towboats and 50 all-steel barges of 30,000 tons aggregate capacity. Andrew P. Calhoun, second vice-president of the company, has written, "You can advise the shippers that we are now in the New Orleans district to stay." The barge lines are at Memphis, Tenn.

THE GRAIN WORLD

IMPORTS OF CORN FROM ARGENTINA

IMPORTS of corn from Argentina to the United States during December amounted to 154,000 bushels, coming in through the following ports: New York, 2,000 bushels; Philadelphia, 4,000; Seattle, 147,000; Kentucky, 1,000. The total imports of corn for 1927 were 5,155,000 bushels.

CORN CROP OF YUCATAN

A GOOD corn crop, the first since 1925, was harvested in Yucatan during November and December, states a report from H. C. Vogenitz, American vice consul at Progreso. The crop is officially estimated at 68,800 metric tons (2,700,000 bushels), which will be sufficient to meet the needs of the peninsula for the next 12 months. This will eliminate the necessity of importing from 60 to 70,000 tons of Mexican and American grown grain. The importation of American corn, which continued heavy until about the middle of October, has practically ceased, and it is doubtful whether any further quantities can be sold during the coming year.

GRAIN CROPS IN POLAND

GERMINATION OF Winter wheat in Poland is even and regular, according to a cable to the Bureau of Agricultural Economics from the International Institute of Agriculture at Rome. The 1927 production of corn is estimated at 4,055,000 bushels, which is more than 2.5 per cent below that of last year and of 1924, but above that of 1925. The estimate of rape-seed production is 54,000 short tons, which is above that of last year, but below the 1925 crop.

DURING the first 11 months of 1927 Czechoslovakia imported 413,402 metric tons of various cereal grains in addition to 153,630 tons (1,728,000 barrels) of flour, according to a report from Assistant Trade Commissioner K. L. Rankin. The figures for 1926 were 256,000 tons and 211,000 tons (2,374,000 barrels), respectively, so that a considerable increase was registered in spite of better crops in 1927. Imports of Hungarian flour increased 40 per cent over 1926.

GRAIN TRADE PATENTS

Bearing Date of February 7, 1928

Method and apparatus for drying grains as threshed.—Thomas D. Campbell, Hardin, Mont. Filed April 9, 1927. No. 1,658,775.

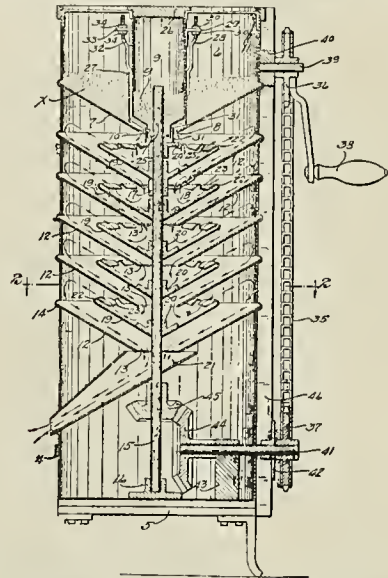
Grain car door.—Samuel G. Ilieff, Pontiac, Mich. Filed January 10, 1927. No. 1,658,641.

Grain door.—William W. Jackson, Oakdale, La. Filed May 3, 1926. No. 1,658,442.

Bearing Date of February 14, 1928

Machine for treating seeds for smut.—Robert J. Owens, Minneapolis, Minn. Filed November 26, 1926. No. 1,658,938. See cut.

Claim: A machine of the kind described having a hopper, a revolvable sprayer mounted below the discharge passage in the hopper to turn about a vertical axis, and means for delivering a material to said sprayer to be



discharged thereby transversely into another material precipitating from the hopper to be commingled therewith.

Corn cutter and method of making the same.—John S. Bloom, Independence, Iowa. Filed June 7, 1926. No. 1,659,424.

Bearing Date of February 21, 1928

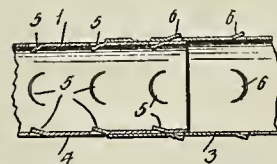
Feeder for seed graders.—Grover C. Leach, Brownwood, Texas. Filed September 16, 1925. No. 1,659,742.

Bearing Date of February 28, 1928

Grain heading machine.—Ernest H. Griffith, Gouldbusk, Texas. Filed January 29, 1926. No. 1,660,554.

Grain drying device.—George Gentslinger, Wapakoneta, Ohio. Filed August 7, 1926. No. 1,660,555. See cut.

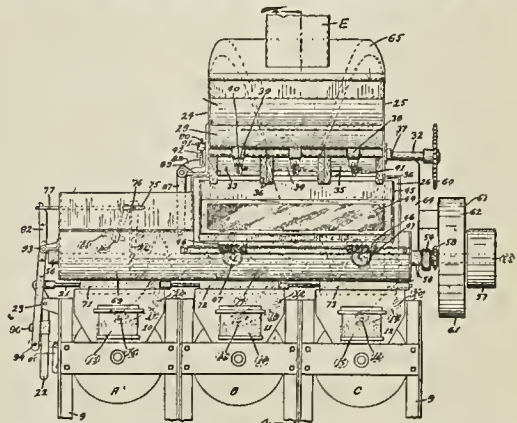
Claim: A device for drying grain comprising a hollow pipe consisting of larger and small telescopic sections, each formed with a plurality of half-moon-shaped slots partially covered by the punched out material, the punched out material of the smaller



section extending into the inside thereof and the punched out material of the larger section extending exteriorly of the same, substantially as and for the purpose specified.

Grain cleaning and separating machine.—Carl C. Gray, Minneapolis, Minn., assignor to Twin City Separator Company, Minneapolis, Minn., a corporation of Minnesota. Filed February 8, 1926. No. 1,660,645. See cut.

Claim: The combination with a machine having a grain cleaning mechanism and a series of grain separating units adapted to receive cleaned grain from



the cleaning mechanism, of adjustable means for feeding grain to the cleaning mechanism, and means for automatically adjusting said feeding means according to the predetermined capacity of the separating units.



ELEVATOR AND GRAIN NEWS



INDIANA

The elevator of the Bundy Bros. at Medora, Ind., has been rebuilt.

The Urmston Grain & Seed Company has moved its office from Kokomo to Elwood, Ind.

The Smythe Elevator at Smythe Station (near Evansville), Ind., has been overhauled and remodeled.

The interest of Charles E. Hines in the Worthington Grain Company of Worthington, Ind., has been bought by Albert Cain.

John Jackson is now sole owner of the Hagers-town (Ind.) Grain Company. This was formerly owned by Jackson & Curme.

Louis J. Brown of Connersville, Ind., has retired from the grain and lumber business and his sons, Alfred and Grover, will operate as L. J. Brown & Son.

H. George Tyler is now manager of the Lowell Grain & Hay Company at Lowell, Ind. He succeeds Miss Letty Powell who has been manager for two years.

H. H. Deam has left the Studebaker Grain & Seed Company of Bluffton, Ind., after 37 years with that firm and is going into the real estate business at Gary.

John Gienger, Luther C. Dhilds, Henry J. Volmer, C. E. James have organized a partnership to be known as John Gienger & Co., at Jeffersonville, Ind., to conduct a grain, produce, feed, seed, etc., business there.

The grain and feed business of Roger Cook at Whitestown, Ind., has been bought by Kern & Kitley. Feed grinding apparatus and other machinery will be dismantled and the building used for feed storage.

The Glenwood Grain Company has been incorporated at Glenwood, Ind., capitalized at \$10,000. The company will handle grain, feeds, seeds, coal, lumber, fencing. The incorporators are J. Harvey Snider, Merrill D. Guild and H. Wallace Reimann.

ILLINOIS

Burt Porterfield has sold his elevator at Arrow-smith, Ill.

A grain and feed business has been opened at White Hall, Ill., for C. E. Potts and Robert Hicks.

A new Munson Horizontal Ear Corn Crusher has been installed for E. E. Woodward of Fairdale, Ill.

Lee Carlock is manager of the Farmers Grain & Coal Company of Shirley, Ill., succeeding Roy Rees.

The Lostant Grain Company of Lostant, Ill., has constructed a new driveway and made numerous repairs.

The Cropsey Co-operative Grain Company of Cropsey, Ill., has added a two room addition at Cropsey.

The Railsback Bros. of Hopedale, Ill., have installed a 10-ton Fairbanks-Morse Scale in their elevator.

The Farmers Elevator Company of Yorkville, Ill., has installed an automatic scale. F. E. Barkley is manager.

Vincent E. Egan is manager of the elevator of the S. C. Bartlett Company at Hahnman (Deer Grove p. o.), Ill.

The Griggsville (Ill.) Co-operative Elevator Association is making plans for doubling the size of its warehouse.

G. W. Roberts on March 17 succeeds Charles Bonges as manager of the Farmers Elevator Company at Benson, Ill.

Lightning protection has been installed in the Burlington Elevator of the Wyoming Grain Company of Wyoming, Ill.

All of the weighing machinery in the plant of the West Lincoln Farmers Grain Company, Bell (Lincoln p. o.), Ill., has been overhauled.

The Allendale Mill & Elevator Company of Allendale, Ill., will tear out the flour mill machinery and make the property into a first class elevator.

The elevator of W. R. Turnbull at Maxwell Station (Waverly p. o.), Ill., is to be rebuilt. There will be two dumps, two legs, Western Sheller fed by an eight-foot feeder, Western Cleaner, 1,500-

bushel Fairbanks Automatic Scale. A 25-horsepower enclosed motor will drive the sheller. It will have capacity of 20,000 bushels.

An addition has been built and two 15 horsepower electric motors installed for the Okawville Farmers Elevator Company of Okawville, Ill.

New beams and knives have been installed on the scale of the Mason City Co-operative Grain & Coal Company of Luther (p. o. Mason City), Ill.

The Kerrick Grain Company of Kerrick (Normal p. o.), Ill., will have its new elevator complete this summer. It will have capacity of 20,000 bushels.

The elevator of the Fernandes Grain Company at Croft (Fancy Prairie p. o.), Ill., has been overhauled and new cup belts and other repairs made.

The property of Thomas Crawford at Herscher, Ill., has been bought by the Appel Siding Farmers Elevator Company. The building will be sold at auction and a new one of glazed tile built.

Lewis Legrand, Maude A. Legrand and J. S. Guthridge have incorporated at Lanesville, Ill., as the Legrand Grain Company to deal in grain and feeds. The capital stock of the firm is \$10,000.

Jos. Lindner has his new elevator at Chicago, Ill., practically completed. It is of frame construction, covered with sheet iron, with capacity of 5,000 bushels and elevates one carload per hour.

EASTERN

A grain and feed warehouse has been opened at Kirby (near Waynesburg), Pa., by W. P. Cowell.

The new grain elevator of the D. H. Grandin Milling Company at Jamestown, N. Y., has been completed.

The flour end of the business of the Cobb Mercantile Company of Portland, Maine, is to be discontinued. It handles grain and grain products.

The Voluntown Farmers Co-operative Association, Voluntown, Conn., has incorporated, capitalized at \$2,000, to deal in grain and feed. Emil Nyman is manager.

To deal in grain and feed, the H. B. Rosenberger Company has been incorporated at Doylestown, Pa. H. B., Elizabeth M., and Henry J. Rosenberger are interested.

The W. H. Morse & Sons Company, Inc., of Clinton, N. Y., has been incorporated, capitalized at \$20,000. William H., Howard and Wm. M. Morse and O. G. Burns are interested.

The capacity of the International Milling Company at Buffalo, N. Y., when the new addition is completed, will be 2,300,000 bushels. The Jones-Hettelsater Construction Company has the contract.

The Western Stevedoring Company, Buffalo, N. Y., has taken over the operation of the Connecting Terminal Elevator. Robert O. Beatty will be Buffalo manager of the company. George D. Booth will remain superintendent of the elevator, a position he has held for years.

Buffalo Elevators, Inc., has been formed at Buffalo, N. Y., to take over the Great Eastern and Dakota Elevators. Its capital stock is \$1,575,000. James E. Davidson of Bay City, Mich., will be chairman of the Board. The directors include Albert F. Beringer, Robert J. Nelden, Warren W. Foster, Harry C. Fernau, William B. Prickett and James G. Martin. Shortly after the organization of this company, the Great Lakes Grain Company took over the operating rights of the house. Julius Barnes and Frank D. Carey control this company.

OHIO AND MICHIGAN

The Green Creek Elevator Company of Fremont, Ohio, has been dissolved.

The Milton Center (Ohio) Grain Company has installed conveyor equipment.

The assets of the Ottawa Grain & Milling Company of Ottawa, Ohio, are to be sold.

The Haviland Grain Company of Haviland, Ohio, has installed a roller bearing corn sheller.

The Morral Lumber & Elevator Company of Morral, Ohio, has installed a motor driven hammer mill.

The Star Grain Elevator at Eaton, Ohio, has been bought by the Muff Bros. of Fountain City, Ind. Several months ago Joseph Poos who established

the business a number of years ago, sold to Eugene Lewis. Frank Hodgkin came into ownership of the elevator buying from Mr. Lewis. Mr. Hodgkin then sold out to the Muff Bros.

Conveying equipment to handle beans has been installed for O. M. Scott & Son of Mechanicsburg, Ohio.

Extensive changes are being made for the Liberty Grain Company of Rudolph, Ohio, adding to and motorizing their plant.

The capacity of the plant of the Plank Elevator Company at Creston, Ohio, is being increased by the installation of a mill. Paul Plank is owner and manager.

New equipment is being installed, increasing the capacity of the Farmers Elevator at Carey, Ohio. A new feed mill, two 20-horsepower motors, and blower are being installed.

The bean elevator at Shelby, Mich., formerly operated by the Llewellyn Bean Company has been bought by the Oceana Canning Company. It has been idle for several years.

The St. Johns Elevators have been incorporated at Wapakoneta, Ohio, to deal in grain, seed, hay, farm products, etc. W. A. Fisher, Ira L. Price and Joseph Mosler are interested.

Lynn J. Pardee of Galien, Mich., is planning to build a dump elevator with storage space of from two to four cars. He will have a feed grinder, receiving separator and hopper scales.

The St. Johns Elevators, Inc., have incorporated at St. Johns, Ohio, to deal in grain, seed, hay and farm products, capitalized at \$30,000. W. A. Fisher, Ira L. Price and Joseph Mosler are interested.

The property of the Williamstown Elevator Company of Williamstown, Ohio, has been bought by C. B. Hammond of Mt. Blanchard. He was formerly manager of the Mt. Blanchard Co-operative Company.

The elevator at Hayville, Mich., formerly operated at the Hollenbeck Elevator, has been bought by Lambert Schott. This elevator has been idle for 20 years. Mr. Schott has installed new machinery including a feed grinder.

The elevator and grain business of the Farmers Equity & Exchange Company at Ohio City, Ohio, has been brought by L. S. Brandon, Van Wert, and L. A. Debotl of Rockford. The building will be remodeled and equipped with the latest machinery.

WESTERN

Earl Nelson is manager of the Denver Elevator at Paoli, Colo.

A grain and feed business has been opened at Placerville, Calif., for Duff & Hutchison.

M. M. Moser succeeds R. D. Woods as manager of the Equity Elevator at Hobson, Mont.

A new elevator is to be built at Veteran, Wyo., for the Veteran Grain & Lumber Company.

A rice and grain brokerage office has been opened at Woodland, Calif., for Arthur Daussat.

Dissolution papers have been filed by the Buchanan Grain & Feed Company of Hillsboro, Ore.

The Farmers Warehouse Company at Prescott, Wash., is making plans for erecting an additional warehouse.

George W. Thimmig has leased the plant of the Longmont Farmers Milling & Elevator Company at Wellington, Colo.

The Mohler Farmers Warehouse at Mohler, Wash., has been bought by the Odessa Union Warehouse Company of Odessa, Wash.

The grain, feed and hay store of Fred A. Stock of Lomita, Calif., has been turned over voluntarily to the Los Angeles Board of Trade.

The new elevator of the Gano Grain Company at Walsh, Colo., has been completed. It will be under the management of C. S. Simmers.

A plant and store have been opened at Hayward, Calif., for the George H. Croley Company, feed and grain dealers of San Francisco, Calif.

The Sperry Flour Company's old elevators at Stockton, Calif., have been sold to the Taylor Milling Company. They have capacity of 185,000 bushels.

O. Gunderson, C. J. Cutz, C. Burgmaier, W. E.

Daily, H. K. Hane, George Toeckes and L. C. Keister have incorporated the Power Farmers Elevator Company at Power, Mont. Capital stock is \$25,000.

Four new elevators are to be built on the Red Water Branch of the Northern Pacific by the Eastern Montana Elevator Company of Glendive, Mont.

The elevator and feed store at Greybull, Wyo., has been sold and is now owned by the Greybull Elevator Company. This firm is capitalized at \$25,000.

The Denio-Barr Milling Company's elevator, known as the Farmers Elevator, at Wheatland, Wyo., has been bought by the Cheyenne Elevator Company.

To deal in grain, hay and feed products, Perfield & Young were incorporated at Sumner, Ore., capitalized at \$5,000. N. J. Perfield and E. J. Young are interested.

The elevator of the Farmers Elevator Company of Culbertson, Mont., is to be raised and head drives and motors installed. Louis Peterson is manager.

To deal in grain and feed, the Hogan-Gray Company has been incorporated at Los Angeles, Calif., with \$50,000 capital. Charles L. Hogan, J. S. Gray and R. W. Cole are interested.

Offices have been opened in the First National Bank Building, Longview, Wash., for the Longview Grain & Elevator Company which will operate the new 375,000-bushel elevator at Longview.

A grain, feed and hay store and warehouse are to be built at Norwalk, Calif., for the Williams Bros. of Los Angeles. The building will be of corrugated iron, with cement floor and asphalt roof.

The plant of the Otis Milling Company of Otis, Colo., has been leased by Thomas P. Rehder, who will operate the elevator and mill as the Rehder Grain Company. The plant has been idle for the past season.

IOWA

W. J. Klessig is manager of the Farmers Elevator Company of Maurice, Iowa.

Clyde Nicolson is now manager of the Farmers Elevator Company of Ralston, Iowa.

A. J. Leake will rebuild his elevator at Audubon, Iowa, this spring. It burned last fall.

Farmers around Sibley, Iowa, may organize a co-operative non-stock elevator company there.

Nick A. Schuver is now manager of the Truesdale (Iowa) Farmers Elevator & Supply Company.

A corn crusher has been installed for the Farmers Co-operative Elevator Company of Iowa Falls, Iowa.

A new Strong-Scott Truck Dump has been installed for the Farmers Elevator Company of Britt, Iowa.

V. E. Burke is now manager of the Lidderdale Farmers Union Grain & Stock Company situated at Lidderdale, Iowa.

The elevator of the Farmers Grain Company at Sac City, Iowa, which was damaged by fire has been repaired.

The grain and feed business of the Duvall Grain Company at Bennett, Iowa, has been sold to H. E. Buttolph.

Everett Townsend succeeds George Reece as manager of the Farmers Union Elevator Company at Bedford, Iowa.

The elevator at Woodbine, Iowa, formerly operated by the late John Brandon is now being operated by H. R. Smith.

The elevator at Springville, Iowa, has been bought by John Armstrong of Kenwood who took possession March 10.

Arch Hamm and J. S. Hamm have bought the mill and elevator at Shambaugh, Iowa, for the consideration of \$3,242.

P. Z. L. Jarvis is now manager of the Farmers Elevator Company at Radcliffe, Iowa. He succeeds the late M. G. Gosling.

The lumber business of the Farmers Elevator Company at Modale, Iowa, has been bought by the Nye-Jenks Grain Company.

The Moen & Sons Elevator at Inwood, Iowa, has been bought by O. A. Streater of Canton, S. D. Possession was given on April 1.

The Farmers Elevator Company of Midland, Lyon County, Iowa, has filed a petition asking for the dissolution of the corporation.

The Northern Iowa Grain Company of Mason City has bought the elevator and lumber yard of the Lounsberry Grain Company at Colo, Iowa.

Capitalized at \$25,000, the Hazleton Elevator Company has been incorporated at Hazleton, Iowa. It is to take over the business of the former Hazleton Farmers Co-operative Commission Company which has been dissolved. S. G. Corcoran is presi-

dent; George Nibeck, vice-president; E. J. Sweeney, secretary; and N. J. Smith, treasurer.

M. O. Britton and Conrad Evenson have bought the elevator at Soldier, Iowa, formerly operated by Thomas Pearson and owned by George Johnson.

The elevator of the Clark Brown Elevator Company at Ira, Iowa, with capacity of 20,000 bushels, has been bought by the Ira Elevator Company, also of Ira.

The elevator of the O. A. Talbott & Co., Keokuk, Iowa, which burned, will be rebuilt. T. Talbott is manager. The elevator will be of reinforced concrete.

The Norway Grain Company of Norway, Iowa, is considering the installation of lighting protection and making of other improvements to the plant at Norway.

The Wilder-Murrell Grain Company of Cedar Rapids, Iowa, has sold its elevator at Mount Auburn, Iowa, to the Home Lumber Company. J. A. Meeks will be manager.

Charles Harbor has sold the Wheatland (Iowa) Grain Elevator to Logan Nelson of Sheldon who will take possession April 11. He has been owner and manager of the property for two and a half years.

E. F. Alcorn has bought the business, including the stock on hand and building, of the Farmers Co-operative Lumber Company at Van Horne, Iowa, for the Iowa Builders Supply Company. Possession was given on April 1.

The Marsh Elevator Company has been incorporated at Marsh (Winfield p. o.), Iowa, capitalized at \$9,000. H. C. Hill is president; Sidney Crawford, vice-president; Arthur Aronholt, secretary; and J. W. Crawford, treasurer.

Two warehouses of the Des Moines Elevator at Wauke, Iowa, have been bought by Fred K. Chandler. He has equipped them for hulling oats and cracking corn for feeds. Later he will install equipment for mixing molasses feeds.

The capacity of the Burlington Railroad's terminal grain elevator at Council Bluffs, Iowa, is to be increased from 1,500,000 bushels to 2,000,000 bushels. The Farmers Terminal Elevator Company which sold the elevator a year ago will operate it.

The name of the Broadwell Lumber & Grain Company at Hedrick, Iowa, has been changed to the Jamison Lumber & Grain Company. The business is owned by R. I. and Mary Jamison, the former being manager for years of the old Broadwell firm.

MISSOURI, KANSAS AND NEBRASKA

The Farmers Elevator at Mt. Clare, Neb., has been sold.

A small elevator is to be built at Neodesha, Kan., for the Harney Bros.

W. J. Newton is now manager of the Hord Elevator Company at Polk, Neb.

The Farmers Elevator Company of Peru, Neb., has installed an electric truck dump.

The Nye-Schneider-Jenks Elevator at Elgin, Neb., has been bought by Charles Vaughn.

A 10,000-bushel elevator is to be built on the farm of Ben Parsons at Hugoton, Kan.

The H. F. Potter Grain Company of Centralia, Kan., will erect a 15,000-bushel elevator.

An electric truck dump has been installed by the Farmers Elevator Company of Brock, Neb.

A 10,000-bushel addition has been completed to the house of Frank Dorn at Big Spring, Neb.

A feed mill and warehouse are being built at Jetmore, Kan., for the A. H. Ling Grain Company.

The elevator of the Hunter Milling Company at Cicero, Kan., has been bought by Alice S. Pratt.

An additional warehouse has been completed at Friend, Neb., for the Acme Mills and Elevators.

An addition is being built to the office of the Buhler Mill & Elevator Company of Buhler, Kan.

The capacity of the elevator of J. W. Pinkerton at Clay Center, Kan., is to be increased 5,000 bushels.

Farmers around Crab Orchard, Neb., are organizing a stock company there to build a new elevator.

The Farmers Grain Company of Canton, Kan., is to be under the management of Mr. Solomon.

A truck dump and 10-ton truck scale has been installed for the Farmers Union at Upland, Neb.

J. H. White is the new manager of the Wilmore (Kan.) Co-operative Grain & Mercantile Company.

E. C. Bates succeeds John C. Dowz as manager of the Farmers Grain & Supply Company of Gray, Kan.

The Hart-Bradshaw Grain & Lumber Company of Jamestown, Kan., has installed a new truck scale.

The Salina Terminal Elevator Company of Salina, Kan., has been incorporated. It will build a 1,000,000-bushel elevator with 24 concrete tanks.

B. K. Smoot, J. J. Vanier, Guy T. Helvering, J. K. Pickerell and H. W. Poort are interested.

F. C. Wine is planning to build a new elevator at Clarence, Mo., on the site of the old mill which burned.

The Farmers Grain & Mercantile Company of Cullison, Kan., has installed new spouting in its elevator.

The Girard Mill & Elevator at Girard, Kan., has been taken over by the Boyd-Pate Grain & Milling Company.

B. T. White is manager of the Leader Milling & Elevator Company of Wellsville, Mo.

The elevator property of Dave Anderson at Vermillion, Kan., has been sold to Roy Ingman of Barnes, Kan.

R. T. Copeland has succeeded S. J. Leach as manager of the Farmers Elevator Company of Salisbury, Mo.

A warehouse has been built at Lincoln, Neb., for the C. E. Robinson Elevator Company; also at Dresden and Clayton.

New gasoline storage tanks are being built for the Preston Co-operative Grain & Mercantile Company of Preston, Kan.

The Brooks & Williams grain business at Smithville, Mo., has been bought by Willie Lingenfelter and his brother, Grover.

A concrete elevator of 100,000 to 150,000 bushels' capacity is to be built at Plains, Kan., for the Plains Equity Exchange.

The name of the Oketo Milling & Elevator Company of Oketo, Kan., has been changed to the Oketo Elevator Company.

Dale Holaday has resigned as manager of the Farmers Elevator at Barnard, Mo., and is succeeded by Everett Swartz.

Two additional grain storage tanks are to be built to the grain storage of the Arnold Milling Company of Sterling, Kan.

The elevator of Fred Hensel at Hallowell, Kan., has been bought by the Farmers Union Co-operative Elevator & Supply Company.

The elevator at Albert, Kan., which was damaged last year by the floods is to be rebuilt by the Consolidated Flour Mills Company.

The entire line of elevators of the T. B. Hord Grain Company of Central City, Neb., is to be equipped with lightning protection.

A Strong-Scott Truck Dump has been installed for the Raymond Co-operative Company of Raymond, Neb. M. L. Robb is manager.

The Mitchell Elevator at Scottsbluff, Neb., has been bought from Wm. Ledingham by Clarence E. Scriven who took possession the first of April. The elevator will be in charge of V. M. Eikenberry.

Dennis Day of Lees Summit has bought the Chilhowee Elevator of the Clinton (Mo.) Grain & Elevator Company. C. E. Atchison is manager.

Albert Anderson is manager of the Farmers Co-operative Association of Ragan, Neb., which has installed a 10-horsepower electric motor in its elevator.

F. M. Saum is manager of the Farmers Grain & Livestock Company at Ellis, Neb. He until recently operated an elevator at Bennett, but sold this one.

E. O. Stone has bought the Mapps (Benedict p. o.), Neb., elevator from George Lunney. This was formerly operated by the Farmers Elevator Company.

The Home Elevator at Ness City, Kan., owned jointly by Howard L. Floyd and Luke Pemberton has been bought by L. E. Schroyer of the Ness City Lumber Company.

Fred Elder is now manager of the Goffe-Carkener, Inc., office at Hastings, Neb. He was formerly manager of the B. C. Christopher Grain Company's office at Salina, Kan.

The Koehler-Twidale Grain Company has incorporated at Hastings, Neb., capitalized at \$25,000. E. A. Twidale, C. F. Kohl, B. S. Koehler and T. E. Gilbert are interested.

The Robinson-Wyatt Elevator at Quinter, Kan., is being remodeled. Two motors are being installed instead of one, a motor on the top of the elevator and another one below.

H. P. Seward of Hardin is to be in charge as manager of the plant of the Seward Grain Company at Richmond, Mo., which was closed after the death of the owner a few days ago.

Additions and improvements have been made to the property of the Farmers Elevator Company of Big Spring, Neb. New drives, motors, distributors, steel spouting, etc., have been installed.

The Kellogg Grain Company of Grant, Neb., has contracted for a 2,500-bushel cribbed ironclad elevator to be operated by motors and worm gear drive. The plant is modern in every particular.

The old Holmquist Elevator at Omaha, Neb.,

has been remodeled. The only unfinished construction now is on the new drier building. The elevator has capacity of 1,500,000 bushels and has facilities for loading and unloading 75 cars a day.

The Smithfield Equity Exchange of Smithfield, Neb., will rebuild their elevator, replacing the one which burned with a 20,000-bushel house. The old elevator was of tile, concrete and steel.

MINNESOTA AND WISCONSIN

H. J. Skinner has resigned as manager of the Farmers Co-operative Elevator Company of Tomah, Wis.

The articles of incorporation of the Itasca Elevator Company of Duluth, Minn., have been renewed for another 30 years.

The Archer-Daniels-Midland Company, Minneapolis, Minn., has submitted plans for a terminal grain elevator at Minneapolis.

The Farmers Elevator Company of Westbrook, Minn., has made plans for a new head drive and the installation of an attrition mill.

A new building has been finished at Wilmont, Minn., for the Farmers Elevator Company and a new mill for feed grinding has been installed.

A 10-ton, 16-foot dump scale and Strong-Scott Dump are to be installed in the elevator of the National Elevator Company at Ghent, Minn.

The Reeseville Elevator Company of Reeseville, Wis., has just made arrangements with William Caughlin to operate the Caughlin Elevator at Clyman, Wis.

An addition is to be built to the plant of the Farmers Elevator Company at Moorhead, Minn. The work includes provision for additional cleaning facilities.

The store at Merrill, Wis., formerly owned by Louis Duteau has been bought by Robert Hafferman. He will remodel and conduct a grain and feed business.

F. E. Diemer has sold his elevator at Barnesville, Minn., to the Farmers Elevator Company which is moving it alongside its elevator giving it more capacity.

The Donahue-Stratton Company of Milwaukee has been granted its application for additional storage house registration of 100,000 bushels at the Atlas Elevators, making its total capacity 300,000 bushels.

The Cosmos Elevator Company of Cosmos, Minn., has been opened for business. The company will carry a full line of grain, flour and feed. A new electrically driven feed mill has been installed. Earl R. Evans is manager.

To deal in lumber, feed, grain, etc., the Viroqua Co-operative Farmers Exchange, Inc., has been formed at Viroqua, Wis. The capital stock of the firm is \$50,000. J. Buchanan, W. C. Mockrud and Warren Fish are interested.

The Ralston Purina Company of St. Louis is making plans for the erection of 20 tanks of reinforced concrete construction, completely equipped with loading and unloading facilities, at Minneapolis, Minn. The Jones-Hettelsater Construction Company has been awarded the contract. The elevator will have a capacity of 200,000 bushels; the warehouse, 70,000 bushels.

SOUTHERN AND SOUTHWESTERN

The Folkston Grain & Grocery Company has been organized at Folkston, Ga.

D. A. Mock is considering building a 10,000-bushel elevator at Cherokee, Okla.

J. E. McAvoy is building a new plant of 15,000 bushels capacity at Aiken, Texas.

P. N. and J. N. Kroeker of El Reno, Okla., will rebuild their elevator which burned.

C. W. Boothe of the Boothe Bros. have taken over an elevator at Floydada, Texas.

A 50,000-bushel elevator is to be built at Thomas, Okla., for the Thomas Mill & Grain Company.

An interest in the J. R. Thomas Elevator at Carnegie, Okla., has been bought by Ross McClure.

G. N. Dickson will install a drier and cleaner in the near future at Bretsch (Roosevelt p. o.), Okla.

The Chapman Milling Company has sold its elevator at Stratford, Texas, to the Riffe Bros. of Texhoma.

An elevator is to be built at Levelland, Texas, for the Hockey County Wheat & Grain Association of that place.

Carl Hurter is manager of the Perryton Equity Exchange, succeeding L. R. Conner at Perryton, Texas.

The grain, hay and feed business of Albert Lamars at Stuttgart, Ark., has been sold to J. S. Carter.

The Exchange Commission Company has been incorporated at Fort Worth, Texas, to conduct a general commission and brokerage business. W. O. Brackett will manage the company. Gay-

lord J. Stone is president. The company will act as buyer for the Universal Mills of which Mr. Stone is president.

A grain elevator may be built at Silverton, Texas, for the U. S. Strader Grain Company located at Amarillo.

R. W. Wilson has taken over the Bonner-Price Grain & Coal Company at Plainview, Texas, and will operate.

The interest of Arthur Alsun in the Industrial Grain Company at Kingston, Okla., has been sold to Fitz Lewis.

A new dump using the oil system for hoist has been installed for W. S. Long who is operating at Medford, Okla.

Ear corn drags have been installed for the Farmers Co-operative Elevator & Exchange Company of Hinton, Okla.

The grain, feed and general store of D. A. Mitchell at Laverne, Tenn., has been bought by C. C. Arnold of Normandy.

The elevator of the Karns Spur Elevator at Karns Spur (Geary p. o.), Okla., is to be rebuilt, increasing the capacity.

Grain bins and elevator shaft have been installed at the plant of the Temple Milling & Elevator Company of Temple, Texas.

A large warehouse is to be built at Tallahassee, Fla., for J. B. Piggott. He is going into the wholesale grain and feed business there.

The Stillwater Cotton & Grain Company at Stillwater, Okla., has been bought from W. A. Thompson and son Paul Thompson by Mr. Estes.

A one-story brick building is to be installed adjacent to the Bateson Grain Company's property at Cleburne, Texas. John A. Bateson let the contract.

An office has been opened at 633 Bankers Mortgage Building, Houston, Texas, by the Houston Brokerage Company which will handle all kinds of grain and hay.

A charter has been granted the Seminole (Okla.) Mill & Grain Company which is capitalized at \$25,000. J. H. Aven, Frank B. Noe and James O. Seger are interested.

The buildings formerly occupied by the Gulf Company at Cleburne, Texas, have been bought by the Gillock Grain Company. They will be used for warehouse purposes.

The Southern Grain Company has been incorporated at Beaumont, Texas, capitalized at \$6,500. The incorporators are S. R. Quaid, T. A. Bohannon and Robert Bohannon.

W. S. Rogers has bought the interest of R. C. Cassels in the brokerage business of Cassels-Rogers Company, Atlanta, Ga., and will conduct the business as W. S. Rogers & Co.

Capitalized at \$5,000, the Stowers Grain & Commission Company has been incorporated at Fort Worth, Texas. The incorporators are W. B. Stowers, M. M. Stowers and W. W. Young.

The elevator at White Deer, Texas, of the Liske Grain Company of Canadian, Texas, has been bought by the J. N. Beasley Grain Company of Amarillo and they will operate this season.

The Childress Grain Company has been formed at Mexia, Texas, by K. H. Childress and Hobson Childress. They were formerly at Oakwood and will now conduct a wholesale grain and flour business.

A grain elevator is included in the plans of the Pillsbury Flour Mills Company of Minneapolis for its new Enid, Okla., property. The Jones-Hettelsater Construction Company has the contract for the entire plant.

V. C. Yearwood, H. H. Yearwood, B. E. Arney, R. W. Gaunt and T. G. Cunningham have incorporated the Farmers Grain, Seed & Feed Manufacturing Company at Fayetteville, Tenn. Its capital stock is \$25,000.

Pier B at Texas City, Texas, will be rebuilt this month by the Texas City Terminal Railway Company. It includes a fireproof warehouse, grain elevator, sprinkler system and represents an investment of \$1,000,000.

The Farmers Mill & Grain Company of El Reno, Okla., is clearing ground for the erection of a custom grinding mill, grain elevator, warehouse and feed mill. The elevator will have capacity of 40,000 bushels. The elevator will be frame, iron-clad.

The Jones-Hettelsater Construction Company has the contract for the Chickasha Milling Company of Chickasha, Okla., for a new elevator of 300,000 bushels capacity and corn mill of 300 barrels daily capacity. The property will be of reinforced concrete construction.

The Gillette Grain Company of Nashville, Tenn., has let the contracts for the construction of the workhouse and storage annex. The Webster Manufacturing Company, Chicago, has the contract for

the machinery installations. A total of 350,000 bushels will be provided by the new improvements, construction of which will begin at once.

The name of the West Texas Elevator & Grain Company of San Angelo, Texas, has been changed to that of the Hall Bros. Grain Company, Successors.

The Norman (Okla.) Milling & Grain Company has been bought by the Zero Ice & Storage Company, formerly of Oklahoma City. The officers are H. S. Oderman, president; T. E. Oderman, vice-president; J. J. Oderman, treasurer; J. W. Jope, secretary.

THE DAKOTAS

New coal sheds are to be built for Geo. P. Sexauer & Son of Wolsey, S. D.

The elevator of O. E. Miller at Castlewood, S. D., is to be ironclad next month.

A model drive has been installed for the Occident Elevator Company located at Turtle Lake, N. D.

A model head drive has been installed in the elevator of the Slope Grain Company of Mandan, N. D.

A Strong-Scott Air Dump has been installed by the Farmers Co-operative Elevator Company of Cavour, S. D.

The McVile Equity Elevator & Trading Company of McVile, N. D., will rebuild its elevator which burned.

The A. B. Peterson Elevator at Pingree, N. D., has been sold to the Andrew Grain Company, who will operate it.

An addition is to be built for the Farmers Elevator Company of Woonsocket, S. D., which will be used for a feed room.

The Farmers Co-operative Elevator Company of St. Lawrence, S. D., has installed a Strong-Scott Style "A" Latest Improved Head Drive.

The Monarch Elevator Company of Blanchard, N. D., has bought the elevator of the Equity Co-operative Exchange and will operate it.

A Farmers Union Terminal Elevator is to be established at Eldridge, N. D. Either a grain elevator will be bought or built at that town.

The Farmers Co-operative Grain & Supply Company is to build a new warehouse at Garretson, S. D. E. F. Baker is manager of the elevator.

The Atlas Elevator Company is making numerous repairs to its line of elevators. The elevators are located at Holabird, S. D., Groton, S. D., and Lily, S. D.

A scarifier and cleaner for Sweet Clover and other field seeds has been installed for the Farmers Elevator Company of Arthur, N. D. L. S. Burgum is manager.

The Equity Elevator at Blanchard, N. D., has been bought by the Monarch Elevator Company which is repairing it. Coal sheds are also to be added and other improvements made.

The elevators of the Anamoose Grain Company of Anamoose, N. D., have been sold to E. P. Moorhead. He plans to raze the structure and erect a modern potato warehouse with capacity of 100 cars.

L. V. Duncanson, E. H. Trousdale, H. P. Jacobson and R. E. Trousdale have incorporated at Mott, N. D., as the Mott Mill & Elevator Company. The firm has bought the Stewart Mill and Elevator and contracted for a new \$3,500 feed mill at that place.

The North Dakota Wheat Growers' Association, Grand Forks, N. D., has made plans for a \$1,000,000 terminal elevator there. This will open an expansion program which includes another terminal at Fargo and perhaps one at Duluth, Minn. G. E. Duis is president.

A 30,000-bushel elevator will be built at Gorman, S. D., for the National Elevator Company. The power will be furnished by a 10-horsepower Fairbanks-Morse Motor. A 10-ton scale and Strong-Scott Dump will also be included in the elevator equipment.

A 25,000-bushel ironclad elevator of cribbed construction is to be built at La Mars (p. o. Fairmont), N. D., for the Farmers Elevator Company. The elevator will have 16 bins and one leg. The equipment includes head drive, Fairbanks 10-ton truck scale, automatic scales, with 1,500 bushels per hour capacity; Fairbanks-Morse Engine, truck dump and full floating boot pulleys. The entire plant will be equipped with roller bearings. Miles A. Walter is manager.

A 25,000-bushel elevator is to be built at Onida, S. D., for Geo. P. Sexauer & Son of Brookings. The elevator will have one leg, 10-horsepower Fairbanks-Morse totally enclosed motor equipped with Link Belt Head Drives. A Fairbanks-Morse 10-ton, 16-foot scale and Strong-Scott Dump are

included in the equipment. This elevator replaces the one which burned.

E. J. Ziltz will remodel his elevator at Lemmon, S. D., and install larger wagon scale, and enlarge building for additional seed room. New seed cleaning machinery, motors and elevators are to be installed.

The International Harvester business of P. A. Christensen at Faulkton, S. D., has been bought by the Miranda Farmers Elevator Company. Carl Deady of Faulkton will be in charge of the machinery business.

CANADA

A grain elevator is to be built, it is reported, at Kingston, Ont., by a private company.

The Harbor Commission, Montreal, has resumed building operations in the 3,000,000-bushel extension to its Elevator No. 3. In time the Elevator No. 3 will have a capacity of 14,000,000 bushels.

The name of Vernon & Buckerfield, Vancouver, B. C., has been changed to Buckerfield, Ltd.

James Playfair of Midland is interested in the proposed grain elevator for the harbor front at Toronto, Ont., which will have a capacity of 1,000,000 bushels. It will be of reinforced concrete construction.

The Calgary Terminal Grain Company of Calgary, Alta., has plans under way for the construction of a 700,000-bushel elevator at Vancouver, B. C., although construction will not be commenced for some time.

The Panama Pacific Elevator at Victoria, B. C., will have a 750-bushel Standard Hess Drier. This machine is being made in Canada by the Hess Drier Company of Winnipeg. Smith Bros. & Wilson, Ltd., are builders of the elevator.

and elevator operator near Oaklandon, Ind., died on March 28.

M'LACHLAN.—John W. McLachlan died on March 31. He was a director of the Boston (Mass.) Grain & Flour Exchange.

MEURER.—Matt Meurer died from injuries received in an automobile accident. He was president of the Farmers Elevator Company of Nicollet, Minn.

RAMMACHER.—Louis W. Rammacher died at Buffalo, N. Y. He was general superintendent of the Concrete-Central, Electric, and Mutual Elevators, operated by the Eastern Grain, Mill & Elevator Corporation.

RUBEN.—Fishel Ruben died aged 103 years at the home of his son. He was a retired grain dealer of Chicago, Ill.

SAYRE.—John D. Sayre died on March 18 at Chicago, Ill. He was one of the oldest terminal elevator superintendents in Chicago. He began his career in the grain business with the old firm of Munger & Wheeler. He was superintendent of the Iowa Elevator. Then he built and operated the Calumet Elevators B and C. Construction of the Irondale Elevator followed and he was its first superintendent. He became associated with J. R. Rosenbaum Grain Corporation in 1901 and continued with them until 1906 when he retired.

SLAGLE.—Jacob W. Slagle died on March 11, aged 86 years. He was formerly of C. W. Slagle & Co., flour and grain commission merchants of Baltimore, Md. He was a member of the Chamber of Commerce.

STEARNS.—Harrison E. Stearns died at Wichita, Okla. He was a wealthy retired grain dealer of Jefferson, Okla.

STUBBS.—T. Ryan Stubbs died from pneumonia, on March 31, at Lubbock, Texas. He had been in the grain and feed business with his two brothers there for years.

THAYER.—Henry J. Thayer died recently at Minneapolis. He was a member of the commission firm of Thayer, Beebe & Co., Minneapolis and a member of the Chicago Board of Trade.

THOMPSON.—T. J. Thompson died recently. He was manager of the Rocky Mountain Elevator of Choteau, Mont.

WOOD.—William Bruce Wood died on March 19 at Montreal, Que., aged 80 years. Prior to his retirement from active business in 1925, was president and general manager of the Dominion Flour Mills, Ltd.

OBITUARY

ABEL.—Jacob Abel, a member of the grain firm of Abel Bros., Cleveland, Ohio, died recently, aged 53 years. His brother and one sister survive him.

ADAMS.—E. L. Adams died at La Grange, Ohio. He was formerly manager of the elevator there.

BURNS.—William Burns, a grain dealer of Bloomington, Ill., was killed in an automobile accident.

BUTTON.—L. J. Button died on March 20 at Sheldon, Iowa. He was at one time owner of a string of elevators in northwestern Iowa.

CAMERON.—Duncan M. Cameron died on March 17 from paralytic stroke. He was organizer of the Texas State Warehouse and Marketing Department. He died at Dallas, Texas.

CONKLIN.—Richard W. Conklin died aged 53 years at Hartford, Mich. He was manager of the Gleaners Co-operative Elevator Company for 12 years.

CONNOR.—P. P. Connor died on March 19, aged 88 years. He was an honorary member of the St. Louis Merchants Exchange.

CONZELMAN.—Theophilus Conzelman died recently at St. Louis, Mo. He was a member of the Merchants Exchange there.

CUSHULAK.—George Cushulak, grain buyer for the Peaker-Gibson Elevator Company, Burgis, Sask., was killed when he missed his footing and was caught in the main belt of the elevator.

COUNTISS.—C. H. Countiss died on March 19 at Chicago, Ill. He was for 35 years associated with the Chicago Board of Trade.

DEVORE.—Henry W. DeVore died on March 23, aged 76 years. He was senior member of the firm of H. W. DeVore & Co., Toledo, Ohio. Further details are given elsewhere in this issue.

DWYER.—Fred J. Dwyer died recently. He was chief clerk of the Missouri State Grain Inspection Department in Kansas City for years up until 1918.

GAUNT.—John R. Gaunt died at Earl Park, Ind. He had for some years engaged in the grain business there.

GILMORE.—John H. Gilmore, of Gilmore, Smith & Co., and a member of the Boston Chamber of Commerce for years, died on March 7 at Chelsea, Mass.

GOSLING.—M. G. Gosling died on February 29. He was manager of the Farmers Elevator Company of Radcliffe, Iowa.

GRUBBS.—E. A. Grubbs, of the E. A. Grubbs Grain Company of Greenville, Ohio, died on April 12 at his home in that city.

HAASE.—Oscar Haase died on March 6 at New York, N. Y. He was president of the field seed company of Loechner & Co.

HALLIDAY.—W. P. Halliday died aged 65 years on March 10 at Memphis, Tenn. He was president of the Halliday Grain Company of Cairo, Ill., and also headed a company operating two of the largest hotels in Memphis. His widow, son and daughter survive him. Heart disease caused his death.

HARRINGTON.—Charles M. Harrington died at Pasadena, Calif. He was president of the Van Dusen Harrington Company and had been in the grain business in Minneapolis since 1872.

HARRIS.—H. Quintin Harris died suddenly on March 30, from appendicitis. He was junior member of the grain brokerage firm of W. E. Harris & Son of Baltimore, Md. He was taken ill while on his way home from a western business trip, at Garrett, Ind.

KILMER.—W. L. Kilmer died on March 31 at

Farnhamville, Iowa. He was for years manager of the Farmers Elevator Company there.

KNOWLES.—Charles Knowles died on March 14 at Portland, Ore., aged 64 years. He was associated with his father in the grain business at Milwaukee, Wis., as the George Knowles Grain Company. He went west about 10 years ago.

LEHRMANN.—A. F. W. Lehrmann, president of the Lehrmann Milling & Grain Company of St. Louis, Mo., died aged 66 years.

LINE.—George A. Line died recently from gunshot wounds. He was president of the George A. Line Company, seed merchants of Pocatello, Idaho.

MASON.—S. G. Mason died on April 2 at McAlester, Okla. He was 78 years old and for 50 years traveled for the Sioux City (Iowa) Seed Company.

MATLOCK.—John Matlock was killed by a truck. He was partner in the Kamiah Grain & Coal Company of Kamiah, Idaho.

MYERS.—S. A. Myers died from apoplexy, aged 49 years. He was a grain dealer of Troy, Ohio.

M'CORD.—Thomas E. McCord, a retired farmer

HAY, STRAW AND FEED

A feed store is to be conducted at Collins, Iowa, by Amos Hanson.

A feed warehouse is to be built at Camden, Ark., for Garland Anthony.

The Farmers Elevator of Enderlin, N. D. has installed a feed grinder.

The Farmers Elevator Company of Lake Fork, Ill., has built a feed mill.

A new building is now occupied at Kirkland, Wash., by the Todd Feed Company.

A feed mill has been installed in the plant of the Elgin (Ore.) Grain & Storage Company.

A feed mill has been installed for the Farmers Elevator Company of South Whitley, Ind.

A feed mill is to be built at Mt. Union, Iowa, this spring by the Farmers Elevator Company.

Mixed feeds, millfeeds, salt, etc., are to be handled at Belpre, Kan., by B. W. Shaver.

Final dissolution papers have been filed by the Citizens Feed Company of Frankfort, Ind.

A feed mill has been installed in the elevator of the E. E. Beckley Company of Pratt, Minn.

An installation of a mill has been made by the Farmers Elevator Company of Hardy, Iowa.

A feed plant has been bought by the Northwestern Elevator Company of Frederick, Okla.

The Economy Feed Store of Oakville, Iowa, has been bought from Nelson Storks by Lester Day.

A branch has been opened at Chehalis, Wash., by L. G. Raisch, feed and seed dealer of Centralia.

Easton & Brace are succeeded in the feed business at Randolph, N. Y., by Harkness & Brace.

The retail feed business of W. G. Slugg at North Milwaukee, Wis., has been discontinued by him.

To deal in mineral feeds and cereals, the H. C. Roberts Company, Inc., has been incorporated at Sioux City, Iowa, capitalized at \$25,000. H. C.

Roberts is president; C. E. Jones, vice-president; L. O. Roberts, secretary.

A 50-horsepower hammer mill has been installed for the Farmers Elevator Company of Sublette, Ill.

A hammer mill has been installed for the Farmers Mill & Elevator Company of Columbia City, Ind.

A hammer or attrition mill and motor are to be installed soon for W. C. Smock & Co. of Burrows, Ind.

A hammer mill is to be installed in the plant of the C. F. Dunham Grain Company at Atlantic, Iowa.

A feed market has been opened at Kirby, Pa., by W. P. Cowell who is handling all kinds of feed and grain.

Another poultry egg and feed store has been opened at Kansas City, Kan., by George L. Providence.

The feed and produce business of the Independent Gin at Depew, Okla., has been bought by J. O. Geiser.

The Central Fruit & Feed Store at Snohomish, Wash., has been bought from A. Heck by Otto Zahler.

A feed store has been opened at Paris, Ill., by James Young & Co., in connection with his fuel business.

Feed grinding equipment has been installed at Corsicana, Texas, for the Quality Grain & Flour Company.

A 2,000-pound Superior Batch Mixer has been installed for the Tuckerton Poultry Farms of Tuckerton, N. J.

J. P. Parks, feed broker of Kansas City, Mo., has opened an office in the Webster Building, Chicago, with George S. Chesbro in charge. The company will handle feedingstuffs, including millfeeds, dried

buttermilk, cottonseed cake and meal, gluten feed, corn oil cake meal, hominy feed, cornmeal, oat feed, screenings, milo, kafir, meat scraps and tankage.

To deal in feeds, cereals and grains, the Monticello Feed Company has been incorporated at Monticello, N. Y.

E. O. Erickson has sold his feed and produce business at Odebolt, Iowa, to P. J. Gronemeyer and F. J. Kallsen.

A power feeder has been installed for the hammer mill of the Farmers Co-operative Company at McComb, Ohio.

A third interest in the Smith-Ross Wholesale Feed Company, Murray, Ky., has been bought by W. W. McElrath.

The mercantile and feed stock of Mrs. Anna Brandstedter, Humbird, Wis., has been bought by Henry W. Brown.

A branch yard has been opened at Normandy, Mo., by the Fertson Coal & Feed Company. Will Strube will be in charge.

A batch feed mixer has been installed for the Culver Farmers Co-operative Company of Culver (p. o. Athens), Ill.

John Bush is manager of the City Feed Store of Turkey, Texas. The place has been stocked with a complete line of feeds.

Fred K. Chandler has opened a feed business at Waukee, Iowa, and later will install equipment for mixing molasses feed.

A Munson Superior Batch Mixer of 2,000 pounds' capacity has been bought by F. D. Hartzels Sons Company of Chalfont, Pa.

Capitalized at \$12,000, the Pacific Feed & Fuel Company has been incorporated at Richmond, Calif. John Eklund is president.

The feed and mill business of A. G. Isiminger & Co., Wheeling, W. Va., has been bought by Bruce Anderson and Lewis Wright.

A building at Cobb, Wis., has been leased by John Drury and Llewellyn Clark in which they will install feed grinding machinery.

B. F. Brown bought and then resold to William Ray the business of J. H. Hettinger, feed and produce dealer of Silver City, Iowa.

A double end attrition mill and crusher have been installed for the Farmers Grain & Stock Company of Elery (Malinta p. o.), Ohio.

L. H. Alexander and A. J. Allen of Fairfield, Iowa, both conducting seed and feed stores have consolidated at the Alexander store.

The feed business of T. F. Orton & Co., at Lancaster, Wis., has been bought by T. F. Orton. His mother, who owned it, died recently.

The Bremen, Ind., elevator of Kraus & Apfelbaum has been equipped with a hammer feed mill. F. E. Bowlby is local manager for the firm.

An attrition mill and new head drive may be installed for the Farmers Elevator Company of Westbrook, Minn. Bert Milligan is manager.

A new addition for housing a feed mill has been installed at Fisher, Minn., for the Fisher Grain Company. Power is supplied by a gas engine.

The Pew-Watson Fuel & Feed Company has been incorporated at Mesa, Ariz., capitalized at \$50,000. Ellis H. Pew and R. H. Kennerdell are interested in the company.

Machinery for grinding and mixing poultry and dairy feed has been installed by the Associated Storage & Warehouse Company, which is situated in Susanville, Calif.

To deal in feed, hay and flour, Perfield & Young, Sumner, Ore., were incorporated, capitalized at \$5,000. N. J. Perfield and E. J. Young are named as interested.

R. W. Bravener is now associated with the Western Brokerage Company of Kansas City. The firm deals in cottonseed and linseed meal, millfeeds, and like products.

A new building to be used for feed store room is to be built at Barnsdall, Okla., for Tom Green on the site of the one which burned. It will be iron-clad.

A complete line of feeds is being handled by the Keystone Feed Company which was organized at Wilmington, Calif., under the management of O. L. Gallan.

The business of the Everett Feed Company of Everett, Wash., has been assigned to the Seattle Merchants Association by George H. Pashley and C. G. Peterson.

A new feed mill and warehouse have been built at Jetmore, Kan., for the A. H. Ling Grain Company. The new building is being erected on the site of the old mill.

The James G. Lanier Feed Store at Aztec, N. M., has been bought by Charles Goulding. He will erect a large warehouse and operate as the San Juan Supply Company.

To handle flour, feed, and coal, the Hanniball,

Inc., has been incorporated at Hoboken, N. J., capitalized at \$100,000. August Hanniball, Jr., Lenora H. Hanniball and August Hanniball, Sr., are interested.

William J. Davis has sold his interest in Brayton & Davis, feed and cement dealers of Manchester, Iowa, to his partner, John Davis, who will continue the business as heretofore.

The Pickering's Olympic Feed Company at East Aberdeen, Wash., has been bought by the Olympic Feed Company, Inc., which is composed of Fred Holms and Walter Mercer.

A new warehouse and office building are to be built at Kent, Ohio, for the Kent Feed & Supply Company. W. N. Heisler is president and N. A. Patterson, treasurer of the firm.

A branch store has been opened at the east end of Bell, Calif., for the Quality Feed & Fuel Store for the convenience of their customers living there. M. Heimerdinger will be in charge.

The Clover Leaf Feed Company, Inc., capitalized at \$25,000, has been incorporated at Davenport, Iowa. M. A. Brothers is president and Frank B. Howes, vice-president of the company.

To conduct a collective buying organization for the farmers, dealing in feeds, etc., the United Co-operative Farmers, Inc., has been incorporated at Fitchburg, Mass. Its capital stock is \$50,000.

A two-story brick building is to be built at Jackson, Mo., for C. M. McWilliams and C. R. Query. The firm will conduct a feed and seed store and do a feed grinding business as McWilliams & Query.

FIRES-CASUALTIES

Philo, Ill.—The Bengard Grain Elevator here was destroyed by fire.

Kerrville, Texas.—Fire damaged the Wolfmuller Feed Store here.

Dresden, Ohio.—The feed store of E. R. Birkhimer & Son burned.

Wheeling, W. Va.—Fire damaged the Becker Feed Store to the extent of \$2,000.

El Reno, Okla.—The elevator of P. N. and J. N. Kroeker was destroyed by fire.

Valier, Mont.—On March 16, the Montana Central Elevator was destroyed by fire.

Selz, N. D.—Fire damaged on March 15 the elevator of Paul Lindeman of Selz.

Armstrong, Ill.—Fire destroyed the elevator here. The building was valued at \$10,000.

Sidon, Ark.—Fire destroyed the seed house of H. Davis. The fire was of unknown origin.

Manning, Iowa.—The Milwaukee Grain Elevator was damaged by fire with a \$65,000 loss.

Danville, Ky.—The tile elevator of Anderson & Spilman was damaged by fire on March 21.

White Butte, S. D.—The elevator of the Western Lumber & Grain Company burned. It will be rebuilt.

Oberlin, Kan.—Fire slightly damaged the elevator of the Lohoefer Grain Company of February 17.

Beeville, Texas.—The seed house of the Hall Industries was burned. The fire was of unknown origin.

Newport, Ky.—The malt plant of George Wiedemann, a six-story structure, was destroyed by fire with a loss of \$100,000.

Chickasha, Okla.—Fire of unknown origin totally destroyed Elevator A of the Chickasha Milling Company on March 26.

College View, Neb.—The plant of the Breslow Bros. was destroyed by fire with a loss of \$20,000. The insurance was \$12,000.

Low Point, Ill.—Fire caused by cigarette stub damaged the power house of the Banta Bros. on March 15.

Kawkawlin, Mich.—The elevator of the Kawkawlin Bean & Grain Company was destroyed on March 27, together with the entire stock.

Manilla, Ind.—The property of the Rush-Shelby Grain Company was damaged when the engine at

the elevator was wrecked. A cylinder gave way. The loss is not covered by insurance.

Tyre, Mich.—The elevator here and contents owned by Ray Thomas of Bad Axe were burned. The loss was from \$30,000 to \$35,000.

Lynd, Minn.—The warehouse and machinery of the Farmers Community Elevator Company were damaged by fire of unknown origin on March 3.

Murphysboro, Tenn.—Fire damaged the feed plant of the Shawnee Mill & Grain Company. The loss amounted to \$40,000. The plant will be rebuilt.

Kansas City, Mo.—The feed grinding plant and elevator of the Hogan Mill feed Company burned with a loss of \$20,000. It will probably be rebuilt.

New Prague, Minn.—The elevator of the International Milling Company was slightly damaged by fire on February 29. It started in the dust collector.

Haines, Ore.—Fire destroyed the elevator and warehouse of E. W. Hearing. The total loss to property including 12 carloads of stored grain was \$60,000.

Melbern, Ohio.—The plant of Nihart & Fix was damaged by fire reported as being caused by locomotive sparks on the roof of the warehouse on March 31.

Delphos, Ohio.—Spontaneous combustion in shelled corn is given as the cause of a small loss to the plant of the Garman Grain Company, on March 17.

Noble, Okla.—The grain elevator and 600 bushels corn of John Ellinger here burned. The fire was of unknown origin. The loss was \$6,000, covered by insurance.

Palouse, Wash.—Fire destroyed the Washington Farmers Union Warehouse with \$3,000 loss. There were eight cars of wheat, two cars of seed oats and half a car of flour lost.

Vermont, Ill.—Fire damaged the building and contents of the Gold Bond Seed Company with a loss to contents of \$20,000 and building of \$5,000. Insurance covers the loss.

Wymore, Neb.—Fire of unknown origin destroyed a large part of the farmers grain, lumber and coal company's plant here. The loss is covered to a large extent by insurance.

Bongard (Villa Grove p. o.), Ill.—Fire destroyed the plant of the Farmers Grain Company on March 18. The sparks from a passing locomotive caused the fire. The loss was \$12,000.

FIELD SEEDS

HOOSIER SEED NEWS

By W. B. CARLETON

Wholesale and retail seed dealers of cities and towns in Indiana report their trade has shown a big improvement over last month and the volume of trade in March and April was much larger than for the corresponding months of last year. Dealers say that weather conditions have been more favorable for planting than last year. Farmers are planting heavily. Indications at this time, point to one of the largest corn crops being planted in the state several years past.

Reports continue to come in from all parts of the state telling of the serious damage inflicted on the

growing wheat crop by the severe weather that prevailed during the months of January and February.

George R. Murray has been re-appointed county agricultural agents in Warrick County. John Taylor has been renamed to the same position in Spencer County and C. A. Nicholson in Dubois County.

More farmers in Indiana have sown oats this year than for many years past. Indiana farmers in most instances in the past have found oats a poor crop. The acreage is larger in southern Indiana than ever before, in the opinion of farmers and seed dealers.

Emory E. McAtee, who for many years has been

connected with the Ohio Valley Seed Company at Evansville, has returned from a business trip through southern Indiana and reports that farmers are unusually busy and that their condition is some better than it was a year or two ago.

William Zint has opened a hardware store at Tennyson, Ind., and is carrying a large line of seeds. He was engaged in the hardware and seed business in the same place a number of years ago, but sold out and went to Florida. He says he is glad to get back to his first love. Zint is regarded as a good seed man. W. C. Kimbro, who for many years was engaged in the seed business at Tennyson, has quit the business.

James S. Boonshot, well known hardware and seed dealer at Petersburg, Ind., has filed for the Republican nomination for joint representative in the Indiana legislature from Pike and Knox Counties. He is well known to the seed interests of central and southern Indiana and has been active in politics for a number of years. Mr. Boonshot is a bank director and connected with many other business interests in his home town.

FLAXSEED MIXED WITH GRAIN NOT RATED AS FLAXSEED

By an order entered the first week of this month, the Interstate Commerce Commission has suspended, until November 1, 1928, the operation of certain published tariffs relating to flaxseed shipments. The suspended schedules proposed to establish a rule providing for the application of flaxseed rates on grain mixed with flaxseed in bulk when cars contained more than 10 per cent of flaxseed.

JUDGE HEARS 50-50 PLEA FROM WIFE OF SEED CLEANER MAGNATE

In a report to Judge Sullivan of the Superior Court in Chicago, Master-in-Chancery O'Donnell recommended, on April 3, that H. R. Warren, president of the Warren Seed Cleaning Company, be ordered to turn over half of his interest in the \$5,000,000 firm, to his wife. The master holds that a "grubstake" agreement existed between the husband and wife and that since she shared his comparative poverty in the West, before Mr. Warren invented the seed cleaning device, she now can legally acquire a large share of his prosperity.

STOPPING OAT SEED LOSS

The large annual losses in oat yields due to smut disease can be almost wholly prevented simply by dipping, spraying, or sprinkling the seed with a formaldehyde solution a short time before sowing, says the United States Department of Agriculture. The very great importance of smut in oats is quite generally overlooked because its effect is inconspicuous at harvest time and the market value of the threshed grain is usually not impaired. During the past 10 years for which records are available oat smuts have taken estimated annual tolls ranging from 29,000,000 to 91,000,000 bushels and an estimated average annual loss amounting to 48,991,700 bushels.

SEED COUNCIL IN MONTANA

An organization has been formed in Montana which will promote better seeds, and will function as the Seed Council of Montana. The officers are: Prof. Clyde McKee, agronomist, Bozeman, president; A. E. Barkemeyer, Great Falls, vice-president; L. D. Kurtz, extension agronomist, Bozeman, secretary. It is comprised of delegates from the following: Montana Association of Seed Dealers; Montana Seed Growers Association, State Department of Agriculture, the State Agronomy Department, State Grain Laboratory, the State Extension

Service, the Montana Farm Bureau and the Montana Farmers Union.

The Seed Council will be a clearing house of ideas between the various agencies that have heretofore been working independently of each other.

IMPORTS OF FORAGE PLANT SEEDS

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Federal Seed Act.

Kind of Seed--	March		July 1, '27	July 1, '26
	1928	1927	to Mar. 31, 1928	to Mar. 31, 1927
Alfalfa	(1) 115,100	918,700	634,400	4,205,400
Canada bluegrass	191,000	188,200	893,000	723,900
Alsike clover.....	(2) 1,566,700	1,343,300	5,997,500	3,397,800
Crimson clover....	21,800	.....	1,323,100	2,385,000
Red clover.....	(3) 4,172,300	1,730,600	3,809,900	9,278,600
White clover.....	(5) 209,700	66,600	1,082,500	804,600
Clover mixtures..	20,200	10,400	25,900	23,500
Meadows fescue..	.....	3,300	200	16,200
Foxtail millet....	.....	.....	30,300	.....
Orchard grass....	.....	.....	124,000	260,300
Rape	(6) 365,400	491,300	5,505,800	5,691,600
English ryegrass..	(7) 55,600	82,400	914,300	1,033,900
Italian ryegrass..	(8) 13,300	11,400	437,900	798,700
Timothy .....	.....	12,600	21,500	12,600
Hairy vetch.....	(9) 632,900	231,400	2,569,100	1,604,000
Spring vetch.....	34,700	219,600	506,700	763,100
Hungarian vetch..	.....	10,800	.....	76,400

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds not subject to the Federal Seed Act.

Bentgrass	63,500	29,500	447,200	443,700
Biennial white-flowered clover	727,300	931,300	2,269,300	3,781,800
Biennial yellow-flowered clover	44,700	9,700	98,700	142,400
Canary grass....	.....	.....	.....	1,100
Carpet grass....	.....	.....	13,400	.....
Crested dog's tail.	800	800	55,300	10,200
Chewings fescue..	8,600	30,800	848,100	705,800
Other fescues....	26,900	38,800	369,400	322,400
Meadow foxtail...	100	100	200	100
Lawn grass mix	.....	.....	.....	1,000
Redtop .....	.....	1,100	.....	3,300
An. Meadow grass	.....	.....	500	200
Rhodes grass....	9,400	.....	36,800	.....
Rough - stalked meadow grass.	9,400	24,900	186,400	123,900
Sainfoin .....	.....	.....	600	.....
Serradella .....	.....	.....	3,600	.....
Sweet vernal grass	100	.....	400	500
Ann. vernal grass	.....	.....	2,200	.....
Tall oat grass....	300	500	23,100	1,100
Tall paspalum....	2,200	.....	9,600	.....
Velvet grass....	.....	.....	11,200	9,800
Wood m'dow gr's	2,200	1,300	30,200	17,400
Yarrow .....	.....	.....	600	300
Yellow oat grass.	.....	.....	100	.....

(1) All from Canada. (2) All from Canada. (3) 517,000 pounds from Poland, 499,600 pounds from Russia, 339,800 pounds from Germany (of which 230,000 pounds originated in Poland and 109,800 pounds in Hungary, 187,800 pounds from Estonia (which originated in Russia), 88,900 pounds from Holland, 48,600 pounds from France, 43,600 pounds from Czechoslovakia (of which 10,900 pounds originated in Poland). (4) 561,800 pounds of Red Clover seed to be permitted entry after staining—not included. (5) 163,600 pounds from Poland, 40,500 pounds from Germany, 3,400 pounds from England, 2,200 pounds from Czechoslovakia. (6) 343,400 pounds from Holland, 22,000 pounds from Germany. (7) 47,500 pounds from Ireland, 7,700 pounds from England, 500 pounds from Holland. (8) 12,300 pounds from New Zealand, 800 pounds from Scotland, 200 pounds from Holland. (9) 225,000 pounds from Germany, 193,300 pounds from Latvia, 186,800 pounds from Hungary, 21,800 pounds from Poland.

NEW YORK SEED TRADE ASSUMES NORMAL VOLUME

By C. K. TRAFTON

Steady expansion in the volume of business and a corresponding improvement in the market's tone featured the New York seed trade during the month under review. The latter is not meant to imply that there was any material or general advance in prices. As a matter of fact, only Alfalfa and Timothy are now quoted higher than they were a month ago, while Alsike and imported Red Clover are actually lower and all other varieties remain at former levels.

One factor for depression that existed early in the month was a bulletin issued by the Department

of Agriculture to the effect that the spring sales of some varieties were expected to be somewhat smaller than those of last year, it being reported that expected "in-shipments" by retailers were about 8 per cent smaller than in 1927. The availability of larger supplies of locally-grown seeds was given as the principal reason. Some well-informed dealers, however, did not regard these estimates as conclusive, asserting their belief that retailers would find it necessary to bring in much more seed than they had counted on.

Red Clover, after a slow start, assumed its regular place as the early spring leader. Prices moved with considerable irregularity. At one time some holders of domestic Clover were inclined to ask as high as 32 cents for 100-pound lots owing to the generally conceded paucity of stocks all along the Seaboard and fears of an acute shortage before the season ends. Subsequently, however, the tone became easier and last month's price of 30 cents is now generally quoted. At one time predictions were heard that the scarcity of domestic Clover would lead to better buying of the imported variety and because of the continued light arrivals and the great deficit in the season's total imports compared with those of last year prompted some holders to raise the price for 100-pound lots from 25 cents to 26@27 cents duty-paid. Buyers failed to respond, however, and the basis was lowered to 24 cents early in April. Arrivals for the month were only 3320 bags compared with 9160 for the preceding month. The arrivals included 1235 bags from Russia and the seed was said to be of very high quality.

Alsike also had a slow start, partly because early indications that more buyers were ready to take hold at the previous price of 27 cents encouraged some holders to ask 1 cent more. This drove many buyers away, but subsequently when the basis was lowered to 26 cents business became much more active and latest reports were that it was possibly a little better than normal, doubtless because many last minute buyers were making up for lost time.

As indicated above there was an unusually good demand for grass seeds for the season. This was especially true of Timothy and as a result some holders raised the price from 4.9 cents to 5.15 cents. Later the basis was lowered to 5 cents. Exports for the month were 2,170 bags against 2,024 for the previous month. Other varieties remained unchanged at last month's levels. Exports included 230 bags of Kentucky Bluegrass against 275 bags last month.

MILWAUKEE SEED NEWS

By C. O. SKINROOD

The universal complaint of Milwaukee seed dealers is the slack demand. The polar winds and the snow covered land, they say, is putting a crimp in the demand for seeds. While the season started out very promising, with many warm days in March and high, unseasonable temperatures, seed dealers declare that since that there has been one snow storm after another, and now the customers of seeds, or would be customers, are so overwhelmed by the ice and snow, that they are not thinking at all about planting.

There seems to be plenty of Clover seed available, especially considering the light demand. Estimates are made that the winter killing of Clover and Alfalfa fields is even worse than expected. Trade in Timothy seed has been light at Milwaukee. The supply is not especially large but buying has been indifferent. Alsike is also the same story as Red Clover seed, the Milwaukee seedsmen report. The demand is very poor.

The best demand for all the category of seeds has been in Sweet Clover, according to local dealers. When asked to explain this strange situation, the dealers state that Sweet Clover seed is very

CHAPMAN'S Red Top

MEAT SCRAPS - - 50% PROTEIN

Digester Tankage - - 60% Protein—Great Specialty

SIDELINES FOR ELEVATORS

Special Odorless Bone Meal—Salt

RAW BONE MEAL — CALCIUM CARBONATE

Write or Wire

RIVERDALE PRODUCTS CO.

Offices: 105 West Adams Street, Chicago



60% Protein

cheap and this helps to concentrate the demand for the time being in that particular field. The White Clover business is reported very dull among the Milwaukee dealers. Trade in this class of seed comes along much later in the season, and not any particular volume of sales is looked for as early as April.

Offerings of Alfalfa seed have been more liberal than in other lines of field seeds, the dealers find. Apparently, the supply of this seed is going to prove considerably larger than expected.

Seed corn is moving very well in the Milwaukee market, the dealers say, in contrast to the very dull trade in other lines of seeds. Apparently, buyers are profiting by other years and are laying in their supplies of seed corn early.

The Wisconsin Experiment Station has issued warning to seed dealers and farmers of the state that seed corn is testing very low in germinating powers this year and advises the immediate testing of seed corn so that farmers can fortify themselves immediately with other seed if their present supplies will not grow properly.

The station experts report that seed corn tested to date is germinating only about 40 to 50 per cent. The station declares that no seed corn should be used which does not test at least 60 per cent of perfect germination.

Badger seed growers have started to set up new farm markers. These markers are very artistic and resemble the old tavern signs used in England about 150 years ago. Each of these signs will bear the seal of the Wisconsin Experiment Station, indicating that the farmer is an authorized grower of seeds in the state association. It is believed that these signs will help to spread the gospel of pure seeds and that they will lead to a larger demand for seeds at home, thus cutting down the shipments and sales to distant states and distant countries.

As a tip to seed growers, the state college of agriculture is sending out advice throughout the state asking the farmers to cut down on their crops of oats and increase their crops of barley. The state crop experts declare that barley production has fallen off in the last 10 years although it can be raised on the heavy soils in the southern part of Wisconsin.

SEED REPRESENTATIVE AT ROME

On May 15-18, the Second International Congress of the Grass Seed Trade will be held at Bologna and Rome, Italy. At this convention, the Farm Association of North America will be officially represented by Ernest Ford Crossland, Marshall H. Dur-yea and William G. Scarlett.

OFFICIAL PROCEEDINGS IN FINAL FORM

Many seed analysts are interested in the annual meeting of their association, the Association of Official Seed Analysts of North America, but cannot attend the meetings. It will interest them to know that the proceedings of the two meetings for 1926 and 1927 have been published in one volume. The book is ready for distribution and may be secured at \$2 the copy from A. L. Stone, Agronomy Building, Madison, Wis., secretary of the association.

PLACE DUTY ON TIMOTHY

Timothy seed, formerly exempt from the Latvian import duty, is now dutiable in Latvia at 0.30 lat per kilo or about \$58 per metric ton, the Department of Commerce has been informally cabled by the assistant trade commissioner at Riga, Lee C. Morse.

The new duty will apply to seed which is not cleared by April 15, 1928, the Department's statement says, and it is reported that buyers will not accept any shipments to be cleared after that date.

INTERESTING PROGRAM UNDER WAY FOR F. S. A.

Plans are being made for one of the most interesting meetings of the Farm Seed Association of North America which will hold its annual meeting on June 25-27 at the Hotel Stevens, Chicago, Ill. Merle Thorpe, editor of *Nation's Business*, will be one of the speakers. Other speakers include, Edwin B. Parker, assistant chief marketing specialist, Bureau of Agricultural Economics; W. A. Wheeler; and A. J. Ogaard, the new executive secretary of the association.

CLOVER SEED AND BUMBLEBEES

The next time you hear a bumblebee buzzing around your ear, do not kill it, for it is one of the seed dealer's best friends. By killing the bumblebee you hinder the propagation of Clover seed.

Dr. Theodore H. Firson, systematic entomologist of Illinois' state natural history survey, said recently:

"There has been much discussion about other insects pollinating Red Clover, but most of the Clover

seed produced in most sections of this country is due to the activities of bumblebees.

"Furthermore, it is increasingly evident that our bumblebee population is diminishing. Man is mainly responsible for this. Intentionally, colonies are destroyed through ignorance, or for a taste of inferior honey. Unintentionally, the nesting places preferred by bumblebees are destroyed by cultivation, deforestation and other acts, particularly in areas of great agricultural activity such as central Illinois.

"The relation of these bees to Clover seed is classic and they are of great economic importance as pollinators of many kinds of flowers. This is because of their powers of flight, social habits, general industriousness and dependence upon nectar and pollen for sustenance."

It was explained that Clover seed required for
(Continued on Page 649)

Miscellaneous Notices

FLOUR MILLS — FEED MILLS

Turn mill failures into successes. Turn unprofitable flour mills into successful feed mills. Get my inspection for success. I flow, plan, inspect, appraise, test, remodel and build flour and feed mills. Finest references. Prices reasonable. Consult me now. Get my books from the AMERICAN GRAIN TRADE, C. E. OLIVER, E. M. & M. E., Warsaw, Ind.

HAY WANTED

Get full market value for your hay and straw. Ship to JOHN DEVLIN HAY CO., INC., 192 N. Clark St., Chicago, Ill. ALFALFA HAY for sale. Write for delivered prices.

WANTED

Millwright and machinist wants work. First-class, all-around man; understands both wood and iron construction, pipe fitting and electrical work. Not afraid of hard work. Will go anywhere and give first-class reference. WM. T. BIRD, P. O. Box 233, Spotswood, N. J.

FEED SUPPLIES

When in the market for feeds, get in touch with the BEARDSLEY BROKERAGE COMPANY, 327 S. LaSalle St., Chicago, Ill. We handle all kinds of mill feeds, linseed meal, cotton seed meal, oat products, corn products, Alfalfa meal, dried buttermilk, etc. Write or wire. Robinson code.

For Sale

ELEVATORS AND MILLS

FOR SALE IN SOUTHERN MINNESOTA

Newly equipped feed manufacturing mill and feed business, located in center of the butter capital of the world. Business increasing very rapidly. Twelve registered products on the market; very good trade name; all goes with mill. Good reasons for selling. Write for full information. SOUTHERN MINNESOTA, Box 4, care AMERICAN ELEVATOR AND GRAIN TRADE, 431 S. Dearborn St., Chicago, Ill.

FOR SALE IN MICHIGAN

A 15,000-bu. grain elevator, attrition feed mill, bean business, lumber yard, coal yard, good feed and flour exchange business, wire fence and posts, all kinds of building material. Electric power (cheap rate of 1½ to 3c per KWH); 12 motors in elevator, one on coal unloading machine. Situated in the heart of Michigan's good farming country on pavement M. 16, 20 miles east of Lansing. Want to retire after 35 years at the business. CHARLES COOL, Webberville, Mich.

PRICED TO SELL AT ALPHA, MINN.

All elevator properties consisting of two elevators, coal sheds, salt house, flour house, corn crib and offices together with office equipment used in connection. FARMERS' CO-OPERATIVE SOCIETY, Alpha, Minn.

FOR SALE IN KENTUCKY

Large modern feed plant, five-story and basement, brick and concrete mill building and 125,000-bushel concrete elevator adjoining, also other warehouses. Complete plant; splendid location; advantageous transit and reshipping privileges. Best of reasons for selling. BLUE GRASS-ELMENDORF GRAIN CORP., Lexington, Ky.

ELEVATORS FOR SALE

Having decided to retire from the grain and stock business on account of other business interests requiring all of my time, I have decided to sell my elevators at Concordia and Aullville, Mo. Almost 50 years' established business and money makers. Located in best agriculture, dairy and poultry community in the state. Come and look the places over for you must see them to appreciate them. Not selling on account of financial difficulties, but too much work to look after all my interests. GEO. A. KLINGENBERG, Concordia, Mo.

MACHINERY

FOR SALE

A 12-hp. Fairbanks-Morse Gasoline Engine and a 10-hp. Acme Engine, both in good running order. Have replaced them with electric motors. J. S. CAMERON, Elliott, Ill.

FOR SALE

Pulleys, 1,000; all sizes, solid cast iron, wood and steel split. Elevator belts and buckets and supplies. STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

FOR SALE

One 25-h.p. General Electric Motor, 110-220 volt, 60 cycle, \$175.

One direct connected 10-h.p. General Motor Driven Gruendler Hammer Mill, fully equipped with collector and piping, \$350.

SHULTZ MILLING COMPANY, Olney, Ill.

Grain and Seeds

FOR SALE

White Blossom and Grundy County Sweet Clover. Bag lots or carloads. Various grades. Prices very attractive. FARGO SEED HOUSE, Fargo, N. D.

RED CLOVER AND ALFALFA SEED

Fancy Idaho, dodder and buckhorn free. Actual purity 99.4 to 99.7%. Carlots or less. Write for samples and prices.

DEKALB COUNTY AGRICULTURAL ASSOCIATION DeKalb, Ill.

Land Opportunities

FOR SALE

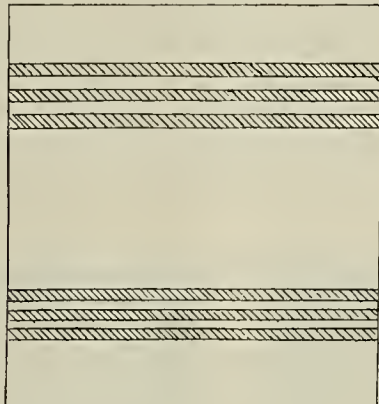
Forty-acre dairy and chicken farm, near school, on U. S. 51, Lincoln Co.; house, barn, machine shed, etc. Twenty-five acres in crop. No trade. H. LUTZKE, JR., Route 1, Irma, Wis.

growth the pollen placed upon it from other flowers by the bumblebee, which is to be distinguished. Dr. Frison said, from the more commonly known honey-bee.

NEW SEED TRADEMARKS

The following new seed trademarks were recently published in the *Official Gazette* of the United States Patent Office: "Royal" flower, garden, farm

ROYAL



and field seeds. Rudy-Patrick Seed Company, Kansas City, Mo. Filed November 29, 1927. Serial No. 258,194. Blue and Sudan Grass Seeds. The Nebraska Seed Company, Omaha, Neb. Filed December 29, 1927. Serial No. 259,456.

HARD SEED REDEEMED

That scarified Sweet Clover and Korean Clover seed will germinate nearly twice as well as if the seed is untreated is shown by tests that have been made by the engineering department of the Missouri College of Agriculture during the past year.

Lots of Korean that tested 38.5 per cent germination before treatment and 46.5 per cent "hard" seed sprouted 70 per cent after treatment by a Sweet Clover huller and scarifying machine. A lot of Sweet Clover seed that sprouted 43.5 per cent before treatment and contained 48 per cent hard seed germinated 70.5 per cent after treatment and contained only 25 per cent hard seed. A second lot of Sweet Clover seed that germinated but 28.5 per cent with 46 per cent hard seed was bettered to 61.5 per cent with only 28.5 per cent testing hard after treatment.

Tests with a large machine, driven by motor

power, showed that Sweet Clover seed that was scarified once germinated 70.5 with 22 per cent hard seed but scarified twice germinated 79.5 per cent. Further scarification apparently injured some of the seed as four scarifications proved only 74 per cent germinability to result with Sweet Clover seed.

SIMPLE GERMINATION TEST

A simple and effective method for testing the germinating qualities of seed corn has been perfected by A. H. Wright, argonomist of the Wisconsin College of Agriculture. A representative sample of a portion of the seed to be used should be selected and 50 grains placed on several thicknesses of newspaper about 18 inches square. The newspaper should be soaked thoroughly in water and the excess water pressed out. One-half of the newspaper should be folded over and the paper rolled into a fold, and each end tied. The roll should be placed in a two-quart jar and set away for a week, and a hole punched in the top of the jar. After the week is up the seeds which have not sprouted should be counted, the number multiplied by two and subtracted from 100 and the percentage of germination will then be obtained.

If the seed tests less than 80 per cent it is unsatisfactory for planting. Mr. Wright says that the seed should test 90 per cent or more.

NEW METHOD FOR DRYING CORN

A method has been devised by A. H. Wright, agronomist at the College of Agriculture, University of Wisconsin, whereby seed corn may be dried in three days, in contrast with the usual time of three weeks. This method has been tried out by W. H. Jacques of St. Croix County, Wisconsin, who is so enthusiastic about the saving in time and money that he is building 22 100-bushel bins in which the principal may be carried out. Hot air is forced in the specially constructed bins, which hastens the drying process.

Last fall, when Mr. Jacques first tried this method he found that he had secured perfect germination from the seed dried in this manner, although it contained a high percentage of moisture. By the Wright methods, corn dried to 13 per cent moisture

in 72 hours and showed no evidence of mold and the kernels and cob are bright and clean. It is said that corn dried quickly is freer from disease than that dried under the old method.

CLOVER SEED DEMAND LIGHT

A smaller 1928 demand for Clover and grass seed, with lighter spring sales is forecast by the Bureau of Agricultural Economics of the Department of Agriculture, in a statement issued based on reports from nearly 2,000 retail seed dealers. Reduced in-shipments of Clovers and Timothy, according to the advices, is due chiefly to the availability of locally grown seed. The statement on the prospective seed demand follows in part:

Prospective sales during the spring selling season were expected to be somewhat smaller than last year for the Clovers, Timothy, millet, sorgo ("cane"), and seed corn, about the same for Alfalfa and Sudan grass, but slightly larger for cowpeas. These conclusions were drawn from the reports received from nearly 2,000 retail dealers, whose in-shipments, exclusive of local purchases, amounted to about one-twelfth the total quantity of Clover and grass seed that enters commercial channels. The total expected in-shipments of the 11 kinds of seed, are about 8 per cent smaller than their in-shipments last spring.

A seed and feed establishment is being built at Los Banos, Calif., for Don Pedrone.

The A. H. Wells Dairy Supply Company and the Roland Thompson Seed Company at Greenville, S. C., have been bought by R. S. Aiton and L. H. (Continued on Page 650)

COLORADO ALFALFA MEAL

All Grades and Grinds.
We specialize on Fine Ground for
Poultry Mash.

Lamar Alfalfa Milling Co.
Lamar, Colorado

**Stevens Engineering &
Construction Co., Inc.**
Designers and Builders
GRAIN ELEVATORS
Flour and Feed Mills Warehouses
1609-10-11 Landreth Bldg., St. Louis, Mo.



BRAND
Quality Seeds
Will Increase
Your Profits

"M" BRAND Quality Seeds are all supervised and standardized by modern laboratory methods and thoroughly re-cleaned in our own plant—selected for purity, germination and of known origin. They are adapted to your conditions, tested and tagged to comply with your state seed laws.

MANGELSDORF
MERIT
FIELD SEED

Alfalfa	Timothy
Clovers	Grasses
Cowpeas	Soybeans
Seed Corn	Sunflower

Other Field and Grass Seeds

The advantageous location of our large and modern equipped plant with exceptional facilities for both shipping and receiving, enables us to quote best prices.

Whether Buying or Selling
Get our Prices—Prompt Service

ED. F. MANGELSDORF & BRO.
Wholesale Field and Grass
Seeds
ST. LOUIS, MISSOURI

BUY SEED CORN

GROWN IN
EASTERN NEBRASKA

Our Seed Corn crops are grown from choice seed, carefully selected by experienced seed corn men who have been in our employ for many years.

Extra Selected Seed Corn Rescreened

For ensilage, green or dry fodder purposes and for Farmers' Trade who do not want to pay for the best grade of Seed Corn, we offer our "Commercial Grade" thoroughly rescreened, removing the smaller "Tip" and larger "But" grains and otherwise the same as our selected grade, BUT NOT HAND PICKED.

For Seedsmen whose trade desire a better grade of Seed Corn, we recommend our Selected Handpicked Corn for which we make an extra charge of 30c per bushel.

Write or wire for special prices on kinds and quantities desired for spot shipment, also contract prices.

**WESTERN SEED &
IRRIGATION CO.**

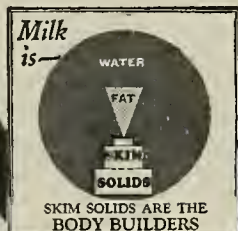
SEED SWEET & FIELD CORN
VINE SEEDS

Headquarters:
Fremont, Nebr.

Growing Station:
Rocky Ford, Colo.

DRY SKIM MILK
in Developing
Feeds

Gives the Best Form
of
**PROTEIN
MINERALS
LACTOSE**



An average analysis shows

38% Protein—builds muscle
and meat

8% minerals—builds strong
bones

50% Lactose—energy and
health giving food

Write for samples
and information

**AMERICAN DRY MILK
INSTITUTE, Inc.**
160 J North La Salle St., Chicago, Ill.

SEEDS BETTER SEEDS; BETTER CROPS
PRUNTY SEED & GRAIN CO.
9 South Main St. SAINT LOUIS

Chewning, who will operate as the Aiton-Chewning Seed & Supply Company.

George L. McVey is again in charge of the Farm Bureau Seed Company of Monmouth, Ill.

The Monarch Seed & Feed Company of Medford, Ore., is broadcasting over station KMED.

Ogden Christensen is now president and manager of the Boyce Seed Company of Seattle, Wash.

A seed and pet business has been opened at Durham, N. C., by the Robert P. Hackney Company.

The Pine River (Minn.) Seed House has opened for business with Robert and Peter Schaffer in charge.

The capital stock of the Fredonia Seed Company of Fredonia, N. Y., has been increased from \$50,000 to \$100,000.

Larger and more spacious quarters are now occupied by the I. L. Radwaner Seed Company, Inc., of New York City, N. Y.

The headquarters of the Frederick Seed Company on May 1 are to be moved from Aurora, Neb., to Fremont, Neb. A modern field seed and corn handling plant will be finished then.

William S. Berger is now connected with the Holmes Seed Company of Canton, Ohio. He has

been with the Holmes-Letherman Seed Company for 12 years as treasurer and retail store manager.

The Smyth Farm Supply Company, Inc., has been incorporated at Marion, Va., and will handle feed, seeds, etc. J. E. Hubble is manager.

An 80,000-bushel storage warehouse is being built at Palouse, Wash., for the Washington-Idaho Seed Company, Inc. F. G. Sloan is manager.

A seed and feed store has been opened at Paola, Kan., by Barnard Stiles. He was with the Whitaker Seed & Feed Store for about three and a half years.

SWEDISH STORAGE FACILITIES

THE storage facilities in Sweden suitable for the accommodation of foreign grains are to a large extent in the hands of the mill owners, as there are no other adequate private or public grain elevators at the seaports. There are a number of government warehouses at inland points in the grain growing districts but these cannot be economically used for foreign grains. A well informed local grain agent states that in the absence of practical storage facilities other than those of the mill owners, it is a mistake for foreign exporters to send shipments of grain to agents in this district before sales have actually been completed. Such grain must be stored

in the warehouse of the mill owners, whose handling charges are, it is stated, often so high as to make it unprofitable, for example to take out of the warehouse and reship it to purchasers in the more northern sections of the country. The agent often finds in the end that it is better for him to sell the grain to the owner of the mill at which it is stored at a relatively low price than to withdraw it for sale to a prospective northern customer.—United States Department of Agriculture.

THE condition of the winter cereals in Poland at the beginning of March was fair to good. The condition of both the wheat and rye crops, however, was slightly below the condition reported as of February 1, 1928, or as of March 1, 1927.

EUROPEAN importing countries have taken about 23,000,000 bushels more wheat according to latest reports than during the corresponding period last year. A strengthening of the Continental market the last of February and the first of March, with some indications of a tendency among farmers to hold their stocks, and continued reports of poor quality of the crop, point to a good demand for overseas wheat for the immediate future. Winter killing of the new fall sown crop in France, Germany and Poland may cause some holding of old grain.

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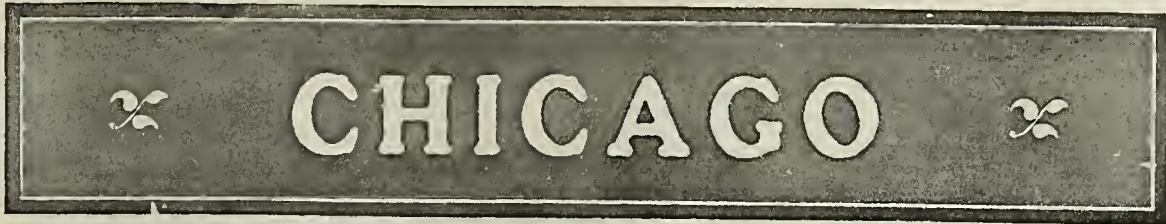
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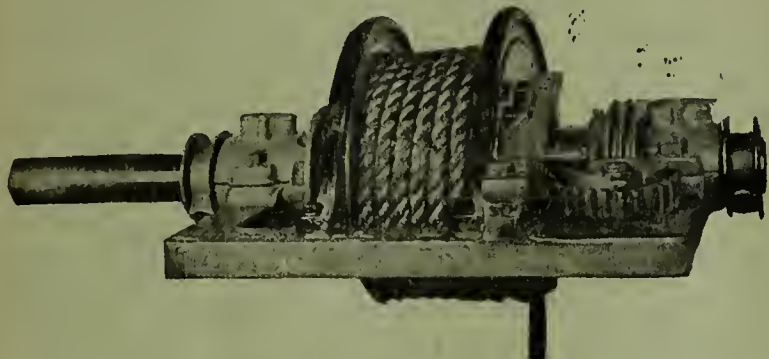
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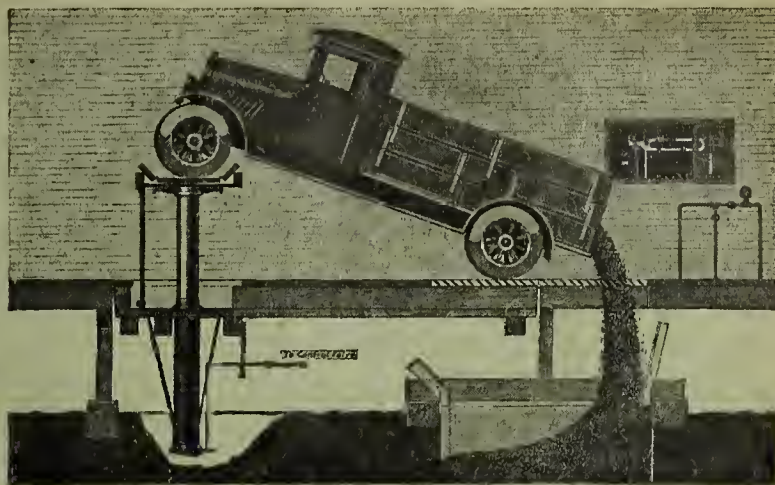


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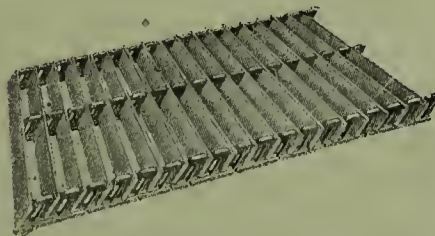
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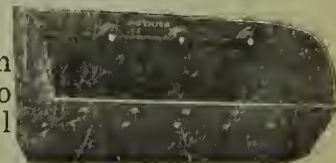
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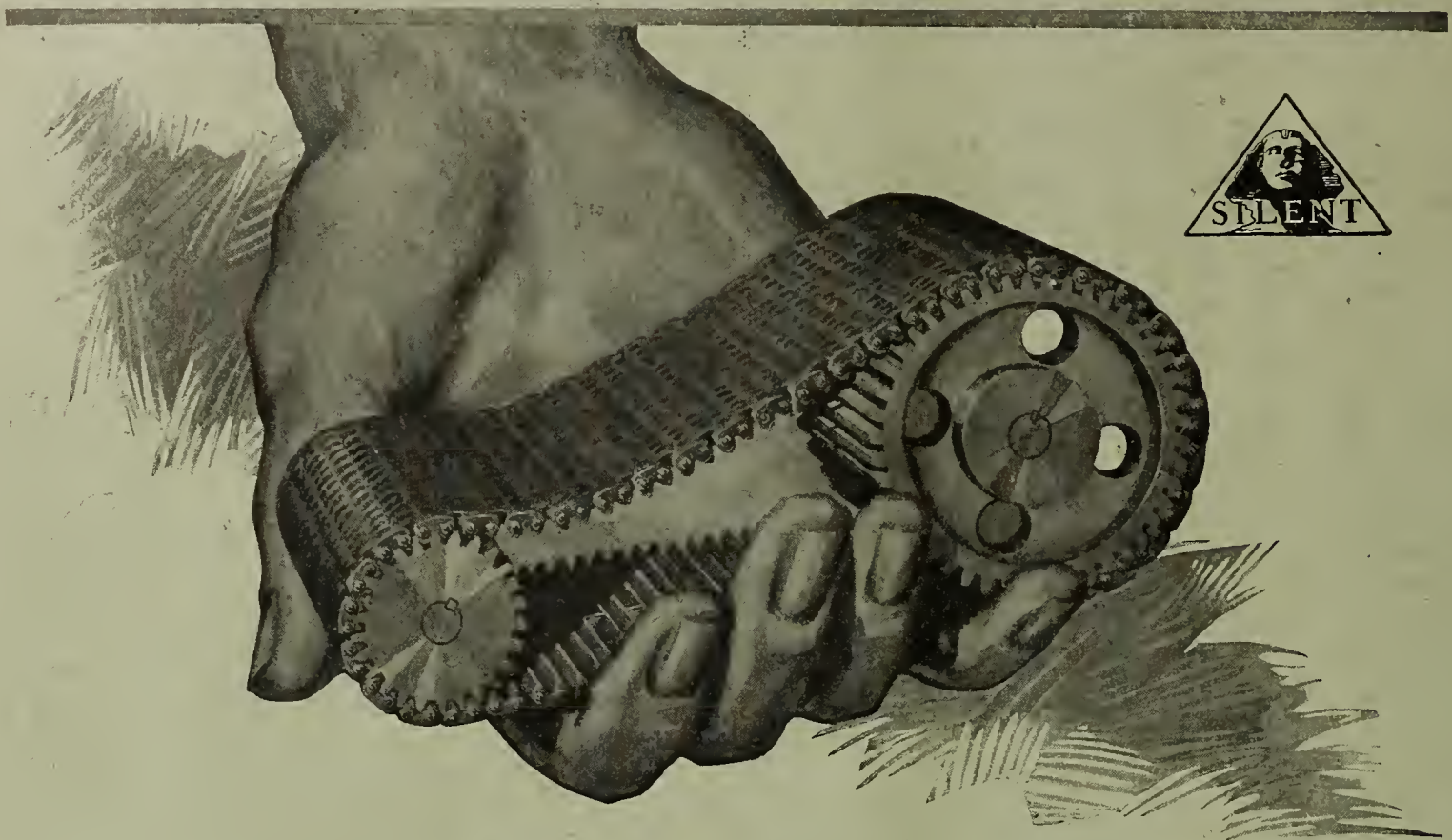
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